

APPENDIX III

Existing Interpretive Planning Efforts

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

At the time this plan was being developed, several communities or agencies had already developed or begun to develop plans for interpretive signage for the Lewis and Clark Bicentennial observation. Following is a summary and overview of those planning efforts as reported in Spring 1999.

The Interpretive Sign Strategy recommendations are designed as a guideline for presenting a cohesive and unified approach from a statewide perspective; to give complete statewide coverage to the story in a way that makes sense from a tourism perspective.

After consideration of the recommended guidelines for placement of interpretation, communities may still feel they would like to install interpretation at a location that was not recommended by the plan. Communities have the best knowledge of their own resources and tourism base. The guidelines presented in the Interpretive Strategy are broad enough to be useful for a variety of approaches and applications. It is recommended that communities adopt the guidelines for theme development, graphic design elements, setting and structures in their planning efforts to create the best possible interpretation on a statewide basis.

Jefferson Valley Museum, Inc.

Box 902
Whitehall, MT 59759
Roy E. Millegan

- maps and journal entries specific to the area
- potential for sign placement in Jefferson River Canyon where the "ibex" was shot
- potential for sign on overlook of Jefferson River south of Whitehall above campsite

West Yellowstone Historical Society

P.O. Box 1225
West Yellowstone, MT 59758
Leif Johnson

- recommend placement of signage on US 191 approx. 6 miles north of West Yellowstone
- recommend placement of signage on US 191 approx. 26 miles north of West Yellowstone at Fawn Pass trailhead near the headwaters of the Gallatin River

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

Lewis & Clark Trail Heritage Foundation, Inc.

Headwaters Chapter

P.O. Box 577

Bozeman, Montana 59771-0577

Patrick M. Holland

- recommendations for rest area at North 19th Avenue in Bozeman

Bitterroot National Forest

Sula Ranger District

Carol Lagodich

- identified potential signage locations:
 - Saddle Mt.
 - Lost Trail Pass, Visitor Center, Overlook
 - Indian Trees Campground
 - Sula Ranger Station
 - Sula Peak
 - Darby Ranger Station
 - Stevensville Ranger Station
 - Gibbons Pass
 - Nez Perce Trail
 - Ross' Hole

Prairie County Museum

P.O. Box 426

Terry MT 59349

Wynona Breen

- Identified potential signage locations...
 - Buffalo Rapids
 - Bear Rapids
 - York's Creek (Custer Creek)
 - Powder River
 - Overnight camp
 - Wolf Rapids
 - Little Wolf Creek (Cherry Creek)
 - Coal Creek (Fallon Creek)

Upper Blackfoot Historical Society

P.O. Box 116

Lincoln, MT 59639

- interpretive potential at museum 2 miles west of Lincoln

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

Beaverhead & Madison Counties

Camp Fortunate Chapter
Dillon, MT
Bill Kolar

- location recommendations with site plan and sign text:
 - Clark's Lookout north of Dillon
 - Big Hole Pass
 - West of Grant (First Indian Sighting in Montana)
 - Beaver's Head (MT 41 MP 15)
 - Boiling Spring (Secondary 278 Jackson)
 - Camp Fortunate Overlook (Secondary 324)
 - Rattlesnake Cliffs (I 15 Exit 56)

Townsend Area Chamber of Commerce

P.O. Box 947
Townsend, MT 59644
Jeff Stoffer

Recommendations for interpretation

- White Earth (Canyon Ferry Reservoir)
- Silos Area Pulloff-recommendations for updating existing sign US 287/12
- Wildlife Management Area
- Indian Road Campground (York's Island)
- Toston Fishing Access
- Little Gates of the Mountains

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EXISTING INTERPRETIVE PLANNING EFFORTS

JEFFERSON VALLEY MUSEUM

ELLEM BAUMLER, Ph.D
Historic Signs Coordinator
Historic Preservation Office
Box 201202
Helena, Mt. 59620-1202

April 5, 1999.

RE:--Lewis and Clark Trail Signs.

Dear Ellen:

Your letter of April 5 received and noted. Please be advised that the JEFFERSON VALLEY MUSEUM, INC. plans to have something on Lewis and Clark at the Museum. It is our plan to get some old maps from the BLM and trace the local trail on them. We will also make a sign to be placed here at the museum about the entries in their journals on the dates they passed through this area. We will of course only be open from Memorial day through Labor day unless by that time our museum grows in stature and if other plans develop that would require us to be open earlier and stay open later.

As for signs elsewhere, there are possibilities in this area. One individual already has written the St Highway stating that one could be placed in the Jefferson River Canyon where the "ibex" was shot. The canyon walls can easily be recognized where this was done and the highway is wide enough in that area where a sign could be placed. There is an individual south of Whitehall that owns a big ranch and just to the west of his house is a good overlook of the Jefferson River. It might be this spot that they stated it appeared that an Indian had climbed a hill and spied on them and then left. He was receptive to a sign being place there, but it may get shot up as it is on a backroad but one that might draw several if they desire to follow the river. It would also be above where they camped the second night in this area.

To me the biggest problem is that they did not follow the Interstate highways. By this I mean that there are no signs on the Interstates that show the Lewis and Clark Trail which mostly are on frontage roads. If you travel in Idaho they mark the off ramps with "The Oregon Trail" with signs so that people can drive off and follow it, so why can't we in Montana show Lewis and Clark trail so that the people will get on the frontage roads. This would help the little businesses along the way as well as the little towns.

Perhaps as you may know there will be a meeting in Whitehall on the 22nd of April to start coordinating efforts between Three Forks and on South. I am sure that signage will be a big topic for it is in this area that people will have to take the frontage roads to follow the trails. There is very little in the way of highway signs along this route also. The Lewis' and Clark Caverns I understand are planning some signs there but many more are needed. Just where can be agreed to by a group such as the one Tom Cook is getting together.

As far as I know now there will not be any sort of a skit or pagaent put on in this area, but will be in other areas I am sure. There may be some conjure up something like a music concert but this is not something that I believe goes along with the nature of the planning. It is very probable that in this area that there could be canoe or other float trips down the Jefferson, for other than fishing. This may have to be coordinated with those that do use it now for fishing and have oufitting rights. I am not sure just how this will work out.

Well, as you can see this area will be involved in the Bicentennial celebration in some way and signs will be needed. More will be forthcoming about this project I am sure.

Sincerely Yours;



Roy E. Millegan, Seec.-Treas.
Jefferson Valley Museum, Inc.
Box 902
Whitehall, Mt. 59759.

WEST YELLOWSTONE HISTORICAL SOCIETY

West Yellowstone Historical Society
P. O. Box 1225
West Yellowstone, MT 59758
(406) 646-4120

May 14, 1999

Ellen Baumlér, Historic Signs Coordinator
Montana Historical Society
P. O. Box 201202
Helena, MT 59620-1202

Dear Ellen:

Thank you for returning my telephone call. I really appreciated our conversation. Please accept my apologies for not responding sooner to your letter of April 5th, but I was just made aware of it. Sometimes communications are just not what they should be in an all-volunteer organization!

I'd like to expound a little further about the issue of interpretive signage as it relates to Lewis and Clark. As I am sure you are aware, 2 of the 3 rivers that form the headwaters of the Missouri River originate in Yellowstone National Park. Although Lewis and Clark never really visited the Greater Yellowstone Area, they had a profound influence as indicated by many of the place names in our area, not to mention that they were instrumental in opening this area to fur trapping which eventually led to the great westward migration.

I believe that we should have interpretive signage on U.S. Highway 191, approximately 6 miles north of West Yellowstone, where it crosses the Madison River. We should also have signage on U.S. Highway 191 approximately 26 miles north of West Yellowstone at the Fawn Pass trailhead in Yellowstone National Park (or just north of the Park, if necessary), near the headwaters of the Gallatin River. Both areas have appropriate turn-offs for interpretive signage. As I am sure you are aware, the Madison River was named for then Secretary of State (and later President), James Madison; and the Gallatin River was named for Albert Gallatin, Secretary of the Treasury. I also believe that we should convince the National Park Service to provide some interpretations within the interior of Yellowstone National Park.

Ellen Baumlér
Montana Historical Society
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With the volume of visitors who experience Yellowstone each year, we have the opportunity to educate a large captive audience about Lewis and Clark, the far reaching influence of their expedition, and enlighten them about the Lewis & Clark National Historic Trail. Let's not miss this incredible opportunity. I'd certainly enjoy the opportunity to discuss this further with you.

Sincerely,

Leif Johnson
President

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

CHARLES M. RUSSELL NATIONAL WILDLIFE REFUGE

Subject: Re: L&C Signage info needed ASAP
Author: Shannon Heath at 6DE-ESHEL
Date: 2/9/99 8:51 AM

Hi Sarah,

At this point we have one L & C related interpretive panel in the production phase. I have attached the text. When it is complete it will be installed with two other panels at an elk viewing area along the auto tour route at Charles M. Russel National Wildlife Refuge. All panels will be 3'x4' fiberglass embedded.

COE has a Lewis & Clark interpretive site near the FT Peck dam. Be sure to get those included in your package. Contact either Darin McMurry or Paul Pence at 526-3411. I have 11x17 copies and photos of the site if you need them.

Thanks,

Shannon

Panel 1

See it Now, as Lewis and Clark Saw it Then

Imagine yourself standing here on Friday, May 24, 1805. From the direction of the river you hear voices that entice you to investigate. As you approach through the cottonwoods you see a man walking along the riverbank. He's calling out to his companions in the two pirogues (39 and 42-foot long, open boats with shallow drafts) and six canoes that are making their way upstream. The travelers have hoisted sails to take advantage of the good breeze that is blowing on this day. What you are witnessing is one of the most significant voyages of this nation's history - Lewis' and Clark's Corps of Discovery Expedition.

Although their discoveries changed our country forever, because it has been preserved as a National Wildlife Refuge. On this day Lewis wrote in his journal, "the foliage of some of the cottonwood trees have been entirely destroyed by the frost and are again putting forth other buds." You may be looking at the descendants of those same trees here today. Lewis also wrote about passing "a large village of the burrowing or barking squirrels." We know by his accurate descriptions that he is referring to the same prairie dog town that still exists just across the river, near the mouth of Sand Creek or Little Dog Creek as it was called by Lewis.

Other species Lewis and Clark recorded during this part of their journey included "Buffalow," "Elk & deer," "antilopes," beaver, and the "big-horned Anamals" (bighorn sheep). With the exception of the wild buffalo, you can see many of these species on the Refuge today. So, explore the Refuge and make some discoveries of your own.

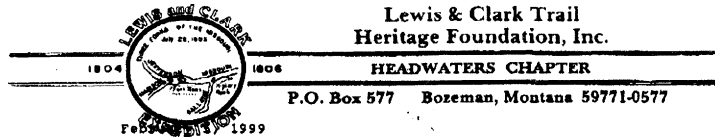
Sidebar - Prairie dogs, being an arid land rodent species, obtain water through their food and retain it better than most mammals. Lewis was apparently the first to record this curiosity in North America - "I am astonished how this animal exists as it does without water, particularly in a country like this where there is scarcely any rain during 3/4 of the year and more rarely any dew [dew]; yet we have sometimes found their villages at the distance of five or six miles from any water, and they are never found out of the limits of the ground which their burrows occupy".

(Suggested graphic - L&C party viewed through an opening in the cottonwoods w/prairie dog town and antelope in background)

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LEWIS & CLARK TRAIL HERITAGE FOUNDATION, INC.



DOUG MOELLER
909 N ROUSE
BOZEMAN, MT 59715

Dear Mr. Moeller:

This letter is in regards to the rest stop that is planned for North 15th Avenue here in Bozeman. As a representative of the local chapter of the Lewis and Clark Trail Heritage Foundation I would like to offer our suggestions for contribution to the aforementioned rest stop.

With the initial planning of the rest stop our Headwaters Chapter of the Lewis and Clark T.H.F. was working closely with the Bozeman Chamber of Commerce. Now that the Chamber is not involved, and the matter is being handled by the Montana Transportation Commission, we are forwarding to you our ideas. Because Lewis and Clark were in the Gallatin Valley, both on their westward as well as return journey, they have significant historical significance to our area. With the coming bicentennial of the Lewis and Clark journey, the interest in Lewis and Clark's travels is swelling. Additionally, there are many other areas of interest aside from Lewis & Clark that are of significance to Gallatin Valley history. These include John Colter's run from the Indians (John Colter was a member of the Lewis and Clark expedition that returned to the area four times after their passage through the Gallatin Valley in 1805 and 1806), Fort Ellis and its importance to Bozeman's early survival, Nelson Story and his cattle drive from Texas to the Paradise Valley, the Madison Buffalo Jump, the Hayden Yellowstone expedition out of Bozeman, and many others.

No one doubts that the rest stop will be visited by myriads of people, especially during the summer. They will likely look for information on the Gallatin Valley and Bozeman area. The information dispersed and the atmosphere of the rest stop should reflect local history and points of interest.

DOUG MOELLER
PAGE TWO

Most tourists who stop will be interested in leaving their vehicle, stretching their legs and possibly using the rest rooms. A short, landscaped walking tour about the rest stop could be utilized especially by the summer visitors. Along the short route would be standing plaques pointing out and describing areas of interest. This might include Mount Blackmore and its significance to the Yellowstone expedition, the area of John Colter's run from the Blackfoot Indians in 1806, Lewis and Clark's three day encampment at the Three Forks in 1805, Clark and Sacajewea's return through the Bozeman area and eventual camp at the entrance of Kelly Canyon in 1806, Fort Ellis, and others as mentioned above. The plaques could render historical information and an explanation of characters or events. There could also be cylindrical viewing tubes to direct the viewer towards the area of interest. This short, informative trail could allow the visitors to stretch their legs, catch some fresh air, and learn a bit about the Gallatin Valley and its history. It may also stimulate their interest into learning more about these characters or events by visiting other points of interest in the area.

Another option endorsed by local Lewis and Clark enthusiasts included a large wall-size mural depicting the Lewis and Clark trail through our area. Don Nell, past local and national president of the LCTHF, and Jack Taylor, retired professor at Montana State University, have published a book with outstanding maps of the Lewis and Clark travels from below Great Falls to Lemhi Pass. This includes maps of Clark's return with his group through Gallatin Valley in 1806. The maps designate the camping sites along the route of travel. These maps are being used for a brochure which our local chapter is currently producing for free distribution at sites such as those at the rest stop. The maps can be enlarged to cover a wall-sized mural. Along with the maps, portraits of Lewis, Clark, illustrations or photographs of areas along their route and a description of their travels along with a copy of some of their narrative could easily be placed on the mural. I have included a sample copy of the map similar to as it will appear in the Lewis and Clark local brochure.

We, additionally, have funds available to assist in the cost of incorporating either one of these ideas into the rest stop. We are enthused about Lewis and Clark and their contribution to Montana's history including that in the Gallatin Valley. Their epic journey is one that thrills all of us and is now being increasingly acknowledged and embraced by the American public.

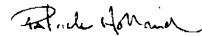
APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

LEWIS & CLARK TRAIL HERITAGE FOUNDATION, INC.

DOUG MOELLER
PAGE THREE

I hope this letter has conveyed our proposals adequately. I or any other officers of our group would be glad to meet with you for further explanation or clarification. I truly appreciate your time and effort in taking our suggestions into consideration.


I Remain Respectfully Yours,



Patrick M. Holland, M.D.
Past President of the Lewis and Clark Trail Heritage Foundation

PMH/jlh

Enclosure

cc:  Larry Murolo, Facilities Manager, Department of
Transportation, PO Box 201001, Helena, MT 59604
cc: Lois Roby, 4562 Bannock Lane, Bozeman, MT 59715
cc: Larry Merkel, 3148 Deer Creek DR, Bozeman, MT 59715
cc: Don Nell, 521 North 10th Ave., Bozeman, MT 59715

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

LEWIS & CLARK TRAIL

Lewis and Clark Services, Inc.

3229 8th Avenue North Great Falls, Montana 59401 (406) 268-8403

15 July 1999

Sarah Lawlor
MTRI Coordinator
Travel Montana
PO Box 260533
Helena, MT 59620-0533

My name is Don Peterson and I am writing to you about the Montana Tourism & Recreation Initiative proposed by the Montana Lewis and Clark Bicentennial Commission. As Immediate Past President of the Portage Route Chapter (Great Falls) of the Lewis and Clark Trail Heritage Foundation and a person whose focus is Lewis and Clark heritage I am proud to be a part of helping preserve this important part of our history. I serve on a committee with our local chapter whose focus is to support goals outlined in your letter dated April 7, 1999.

I have developed a list of important Lewis and Clark sites in the Great Falls area that need signage or other improvements necessary to share our Lewis and Clark heritage. I have shared this list with other committee members from our Chapter as well as key members of the local community: the County Surveyor, Public Works Director, City-County Planning Director, as well as others. Our initial meeting outlined important steps that need to be addressed. It will take a team effort to get things done in time for the increased traffic that is already starting to visit Montana.

I am concerned that the focus of state, county, and municipal governments as well as other groups serve the immediate and long term needs associated with the proper preparation for our observance of the Lewis and Clark bicentennial. We need to get things done not only to meet the needs of this important observance of our heritage but it must be done in a way that leaves those who follow behind in our footsteps a legacy that we can be proud of.

I will forward a copy of this letter and the attachment to Clint Blackwood.

Sincerely,


Donald A. Peterson

Copy to: Clint Blackwood, MT L&C
Bicentennial Executive Director

Montana Tourism & Recreation Initiative

Salem Bridge

Presently: Nothing

Needed: Better turnouts and turnarounds for buses. Need signage telling about canoe takeout point, portage up the hill. Also need good signage from Hwy 81 hence to Highway Road hence to Salem Rd hence to the Salem Bridge

a. White Bear Islands

Presently: Nothing

Needed: Two turnouts to accommodate busses as well as a lot of signage to call the naming of the islands, bear problems, the end of the 18 1/4 mile portage, the Iron Boat, the 4th of July, etc. See below:

Site A. This is would be a turnout about 1/2 mile east of Tommy Thomas's Development and would be an improved turnout on 40th Ave South. Access to hill overlooking the Ayrshire Dairy and White Bear Island would be from the turnout through a fence on a path to the hilltop a distance of about 2-300 feet or so. Larry Mitchell would consider giving access.

Site B. This would be a turnout on River Road 0.4 mile North of Franklin Ave. No access to any private land would be granted. This site would be in addition to A above.

On all sites bordering private land, we need a standardized phrase to the effect that these sites are private and the rights of the property owner must be respected.

b. Upper Portage Camp

Presently: Nothing

Needed: Signs showing where the camp was located.

c. Flattery Run

Presently: Nothing

Needed: Signage identifying it as "Flattery Run" and the significance

d. High Point of ground on Ryan Dam Road

Presently: Nothing

Needed: A large turnout with signage pointing out the entire portage route.

e. Morony Dam and Below Sacagawea (Sulfur) Springs near the river

Presently: Nothing

Needed: Signage at Dam telling about the Springs and how to get there. Also need signage at the springs as well as below the springs at the river telling about the lower portage camp, portage creek, etc

lunam:MTRI

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APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

LEWIS & CLARK TRAIL HERITAGE FOUNDATION, INC.

Montana Tourism & Recreation Initiative

5. Willow Run

Presently: Nothing.

Needed: Signage on Highwood Road as well as the camp site (railroad grade with landowners permission) that explains location of the site and its significance to the corps

6. Mouth of Medicine (Sun) River

Presently: Nothing

Needed: In the parking lot under the Warden Bridge at the head of the River's Edge Trail we need signage identifying it and excerpts from the journals on the booming sound as well as Lewis's June 14 reconnoiter.

7. Site of Lewis's Bear Encounter

Presently: Signage in West Bank Park (being re-worked at present)

Needed: Signage near the horse shoe pits on River Drive North (on South Side of river) showing location across the river with excerpts from the journal.

8a. Rainbow Falls/Colter Falls Overlook

Presently: The large sign telling about the history of the dams is missing. There are 3 interpretive signs presently at this site: 1) Saleing on dry land 2) The right choice (the decision at the mouth of the Marias River) 3) how to generate electricity

Needed: Signage about Rainbow falls and Colter Falls with early pictures if possible. Also excerpts from the journals

8b. Lewis and Clark Overlook

Presently: 3 signs: 1) Rainbow Falls 2) A Walk on the Wild Side (about Lewis's June 14, 1805 reconnoiter) this sign is in poor condition and needs to be repaired or replaced 3) Saleing on Dry Land

Needed:

8c. Crooked Falls

Presently: Signage about power production & the Marias River

Needed: Signage about Crooked Falls with early pictures if possible along with excerpts from the journals (i.e. - Clark's walk on 17, 18 June 1805)

9. Canoe Camp

Presently: Nothing

Needed: Signage telling about where the camp was, why it was formed, its duration, etc

Signage/MTRI
Dana Peterson

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Montana Tourism & Recreation Initiative

0. Dearborn's River

Presently: Nothing

Needed: Signage is needed with excerpts from the journals

pecial Project: Portage Route across the rolling prairie

Presently: Nothing

Needed: Signage that marks the route from Salem Bridge to White Bear Islands Portage Route Chapter needs to take this on as a sole project of the Chapter.

verlook Park

Presently: Good signage

Needed: N/A

enth Ave South and Portage Route S of Town

Presently: Sign on 52nd St & 10th Ave South identifying the portage.

Needed: Sign on 57th St & 7th Ave South identifying where the portage crosses. Also need direction signs down 57th to 10th Ave South, down 10th Ave South to 26th Street and indicate a left turn is needed on 26th St South. Direction signs needed showing the route South on 26th St to 33rd Ave South, hence West on 33rd Ave South to 13th Street South hence South on 13th St South to the Ayrshi Dairy so people can follow the general route to the Upper Portage Camp

iver Drive North

Presently: Nothing

Needed: Signage at Broadwater Bay talking about the ford (Blackfeet name for the Great Falls area was "Rock Bottom Crossing" before the advent of the white man.

ack Eagle Falls Overlook

Presently: Good signage.

Needed: More signage with excerpts from the journals explaining Lewis's view from Indian Hill. Also need good pictures at this site showing the site before dam and another picture showing the ACM Smelter.

lant Springs

Presently: Good signage near springs.

Needed: More signage above the springs on River Road where people can share our history of this area without paying a fee.



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LEWIS & CLARK TRAIL HERITAGE FOUNDATION, INC.

Montana Tourism & Recreation Initiative

L&C Interpretive Center

Presently: No outside signage

Needed: Signage in parking lot overlooking the river telling about Lewis's June 14, 1805 reconnoiter.

Great Falls (Ryan Dam)

Presently: Excellent signage on Ryan Island.

Needed: Some good signage in parking area for people who visit this site the other 9 months of the year when the island is closed to the public.

Smith's River

Presently: Nothing.

Needed: Signage reflecting the history of this site with excerpts from the journals.

Interstate 15 Between Ulm and Cascade:

Presently: Nothing

Needed: A large turnout on top of the big hill between Ulm and Cascade that tells about Fort Mountain

Entrance to Missouri River Canyon and the canyon itself

Presently: Nothing.

Needed: Signage is needed near Pine Island (site of July 16th camp) and also in the canyon where the bighorn sheep were sighted

Ordway's Creek (Little Prickly Pear Creek)

Presently: Nothing

Needed: Signage needed at the large parking lot below steel bridge below Hoft that tells about Ordway's Creek

Barter Ferry (Chouteau County)

Presently: Nothing

Needed: Signage telling about Clark's June 4-5 reconnoiter as well as Lewis's run for the falls. Also tell about Strawberry River.

APPENDIX III

EXISTING INTERPRETIVE PLANNING EFFORTS

BITTERROOT NATIONAL FOREST

Date: April 16, 1999
From: [SMTP:Lagodich_Carol/r1_bitterroot@fs.fed.u EX244933 -EXCH01
To: Baumlner, Ellen CW4873 -ZIP008
cc: Underwood_Cindy/r1_bitterroot@sv2wo.wo.fs.f -
Dies_Dixie/r1_bitterroot@sv2wo.wo.fs.fed.us -
Lagodich_Carol/r1_bitterroot@sv2wo.wo.fs.fe -
Subject: L&C Interpretive Signs

I'm answering your inquiry about Lewis and Clark interpretive signs for the Bitterroot National Forest (Southern Glacier Country).

As far as I know, there is only one L&C sign on the Bitterroot National Forest.
It is at Spring Gulch Campground near the Sept. 6 1805 trail. It is an older sign and it should be replaced.

Other locations signs could be placed along the travel route (if funding is available) include:

Saddle Mt.
Lost Trail Pass
Lost Trail Visitor Center
Lost Trail Overlook
Indians Trees Campground
Sula Ranger Station
Sula Peak
Darby Ranger Station
Stevensville Ranger Station
Gibbons Pass
Nez Perce Trail

The Forest Service is applying for funded for the above signs. Partnerships may increase our chance of getting funding. To talk more about partnership possibilities or for more information on the signs, call me at the Sula Ranger Station, 406-821-3201.

Ross' Hole is private property. If permission is obtained from the landowners, there is an opportunity for a sign interpreting the Charlie Russell painting. Maybe the Sula Community Club house could be the sign location. Near the Sula Store on Hwy 93, a Highway Dept. sign talks about Alexander Ross, but nothing is mentioned about L&C. That sign could be added to.

Carol Lagodich
Sula Ranger District
Bitterroot National Forest

PRAIRIE COUNTY MUSEUM

Prairie County Museum
Wynona Breen
PO Box 426
Terry MT 59349

April 29, 1999

Montana Historical Society
Historic Preservation Office
Helena, MT 59620

Ms Baumlner,

In regard to the Clark Sites in July 1805 along the Yellowstone near here, we have listed-----

Buffalo Rapids-
Bear Rapids
York's Creek- possibly Custer Creek now
Powder River
1 1/2 miles to overnight camp- marked by sign
Wolf Rapids
Little Wolf Creek-now Cherry Creek
Coal Creek- now Fallon Creek

These are all locateable along 194 between Miles City and Glendive.

The only one we have signed is the camp site. The islands in the Yellowstone have changed somewhat. We have photographs of this site taken about 10 years ago. Hope this is helpful.

Sincerely, *Wynona Breen*

Wynona Breen
Prairie County Museum
Terry, MT59349

APPENDIX III

EXISTING INTERPRETIVE PLANNING EFFORTS

UPPER BLACKFOOT HISTORICAL SOCIETY

To: Montana Historical Society
Historic Preservation Office
Att: Ellen Baumler Historic Signs Coordinator

Ms. Baumler

This letter is in regards to your inquiry pertaining to interpretation signs relating to Lewis and Clark's travel in our area. (Upper Blackfoot valley, Lewis and Clark co. Lincoln)
Presently I know of only two interruptive signs existing. Both of these signs are National Forest Signs that are located on secondary roads. I have enclosed copy of the Lincoln Ranger District sign inventory pertaining to those signs. We as the Upper Blackfoot Historical Society feel that additional interpretation of Lewis's return though our area is needed. Our museum site is located 2 miles west of Lincoln and is very near or right on the original trail, and just off of Highway 200. This site would provide a excellent opportunity for this interpretation. US highway 200 is a major route connecting people interested in the Lewis and Clark trail from Lolo to the new interruptive center in Great Falls. We are looking forward in working with you in this important project.



Jerry Burns. (member of the board of directors Upper Blackfoot Historical Society)
Telephone : home 362-4891 work 362-4265

P.O. Box 116
Lincoln Mt.
59639

GLENDIVE CHAMBER OF COMMERCE & AG

Part 1

FROM: Slawlor / Internet
DDT1=RFC-822; DDV1=Slawlor@state.mt.us;

TO: Daniel Mattson / r6pnw, colville

Part 2

ARPA MESSAGE HEADER

Part 3

FYI-

Below is a reply I received in response to my letter to tourism and L&C entities throughout the state requesting information on L&C signage.

-----Original Message-----

From: Glendive Chamber of Commerce & Agriculture
[mailto:chamber@midrivers.com]
Sent: Friday, April 23, 1999 9:57 AM
To: sarah@visitmt.com
Subject: Lewis & Clark signage

Dear Sarah -

Linda forwarded your letter to me with the request that I respond to your questions concerning the upcoming Bicentennial.

As far as I know at this point there is only one sign that mentions Lewis & Clarks travels in this area, and it really does only mention it as a brief aside. I will send more informaton about the sign soon, if you'd like.

A Lewis & Clark committee is presently being formed and we are sure they will want to work closely with you on this project.

As Glendive is located along the banks of the Yellowstone River, there are many sites in the area which really should be marked. We would really like to see one placed on our Historic Bell Street Bridge, which spans the river in the center of town.

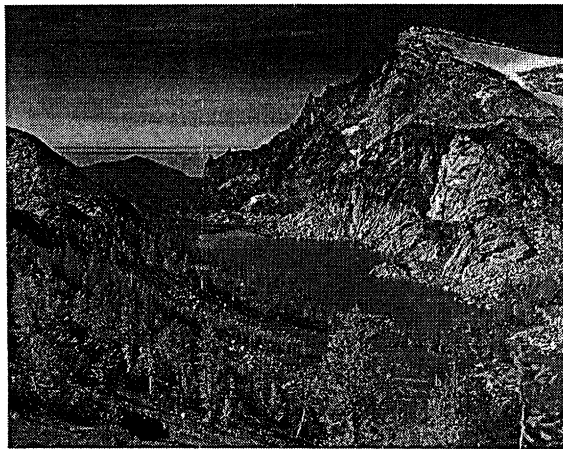
It's restoration has been one of our pet projects and a sign or plaque about Clark's visits would be a wonderful addition.

Anyway, I look forward to working with you further on this project.
Sincerely,

Peggy Hughes
Chamber Events Coordinator

BEAVERHEAD & MADISON COUNTIES

Preliminary Sign Plan



Lewis and Clark Historic Sites

SIGN PLAN FOR LEWIS & CLARK HISTORIC SITES

BEAVERHEAD & MADISON COUNTIES, MONTANA

LEGEND

--- Indicates location of signs.

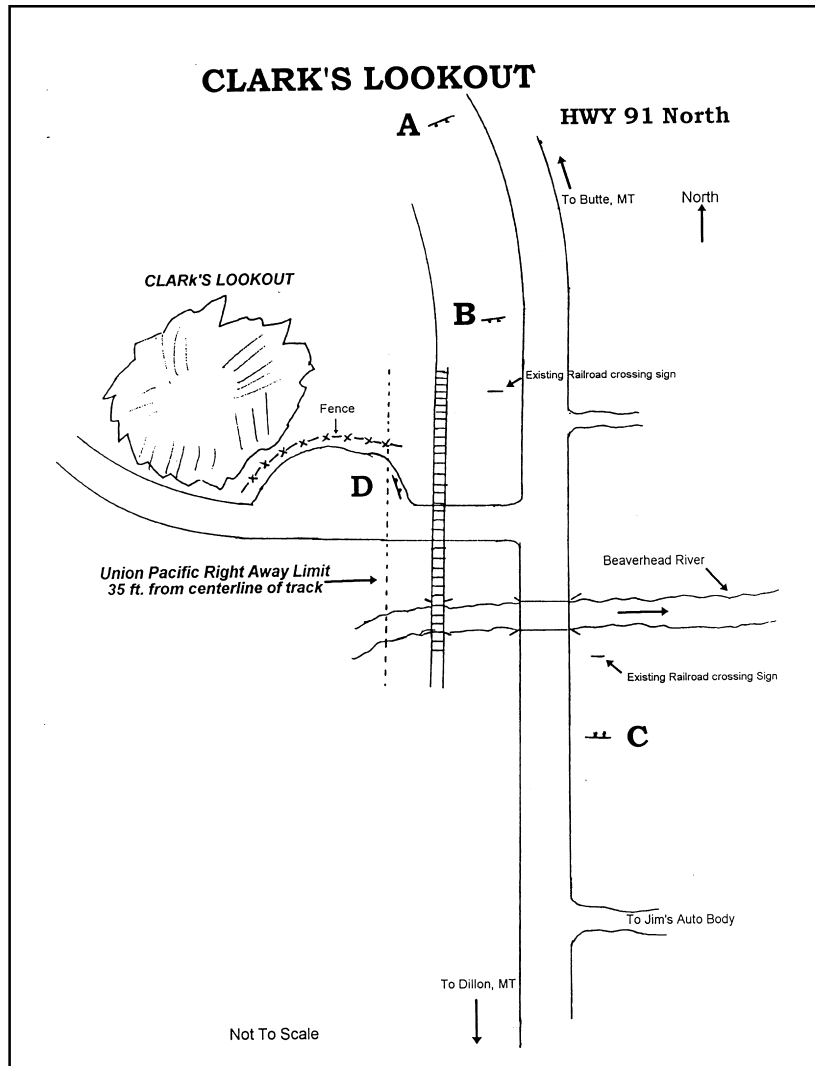
A—Bold letters (A,B,C etc) refer to approximate sign locations on the Site Plan pages and Sign messages/specification pages.

NOTES

- 1--Final locations of signs will be marked at each site by the governing agencies involved, and the Lewis & Clark Camp Fortunate Chapter of Dillon, MT.
- 2--Although the sign specifications say reflectorized white on green, the preferred colors would be white on brown, which are the family of colors for the National Park Service (the Lewis & Clark trail is under the jurisdiction of the National Park Service).
- 3--If the preferred site for the first Indian sighting along HWY 324 is used, it will be necessary for Beaverhead County to construct a proper turnout to accommodate 2 to 3 vehicles.
- 4--A great deal of cooperation is needed between the State, Federal & County highway departments to implement this plan. It would be desirable if the State and Federal governments would purchase and install the approach/guide signs along their respective right-of-ways.
- 5--Text, graphics and location of the interpretive signs will be selected, designed and located in cooperation with National Park Service, Montana Fish, Wildlife & Parks, BLM, Bureau of Reclamation and The Camp Fortunate Chapter of Dillon, MT.

Sign Plan prepared by Bill Kolar
Camp Fortunate Chapter
Dillon, MT

BEAVERHEAD & MADISON COUNTIES



CLARK'S LOOKOUT

HWY #91 NORTH

SIGN PLAN MESSAGES

Specifications


Sign **A**

Reflectorized--White on Green
6 inch letters
Material--Aluminum

Install Lewis & Clark 18 inch National Trail logo on inside post below sign.

HISTORIC SITE
CLARK'S LOOKOUT
1/4 MI →

33"x96"



HISTORIC SITE
→

33"x39"

Interpretive Sign--Sample only

Tuesday, August 13, 1805

Here, at the base of "a high point of Limestone rocks on the Stard. Side...70 feet high," they pulled their seven cottonwood dugouts ashore.

Captain Clark ascended this high point of "rugged" rock. He made a number of compass readings, and sketched a map of the area:

"Point of the Beaver head hill bears N. 24 E. 12 Ms.
"The course of the Wisdom river is No. 25 W.
"The gap at the place the river passes thro' a mountain in advance is S 18 W. 10 Ms."

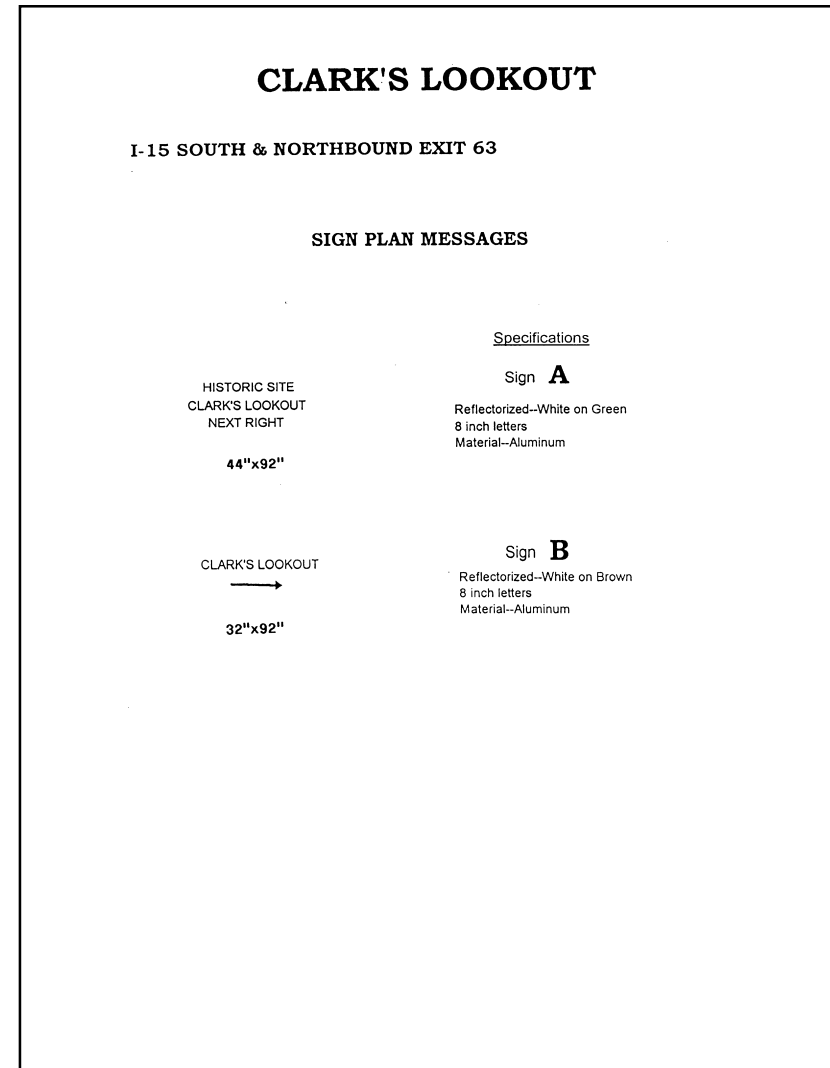
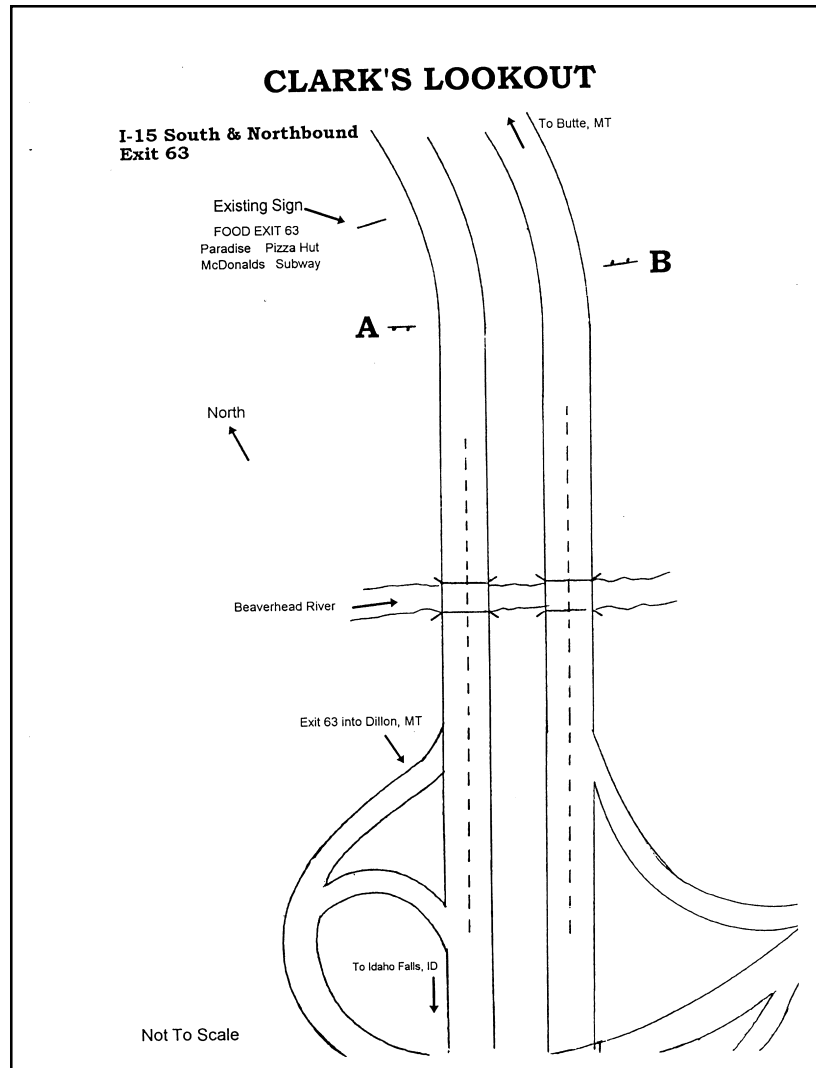
Sign **D**

Material, size & final message will be determined later.

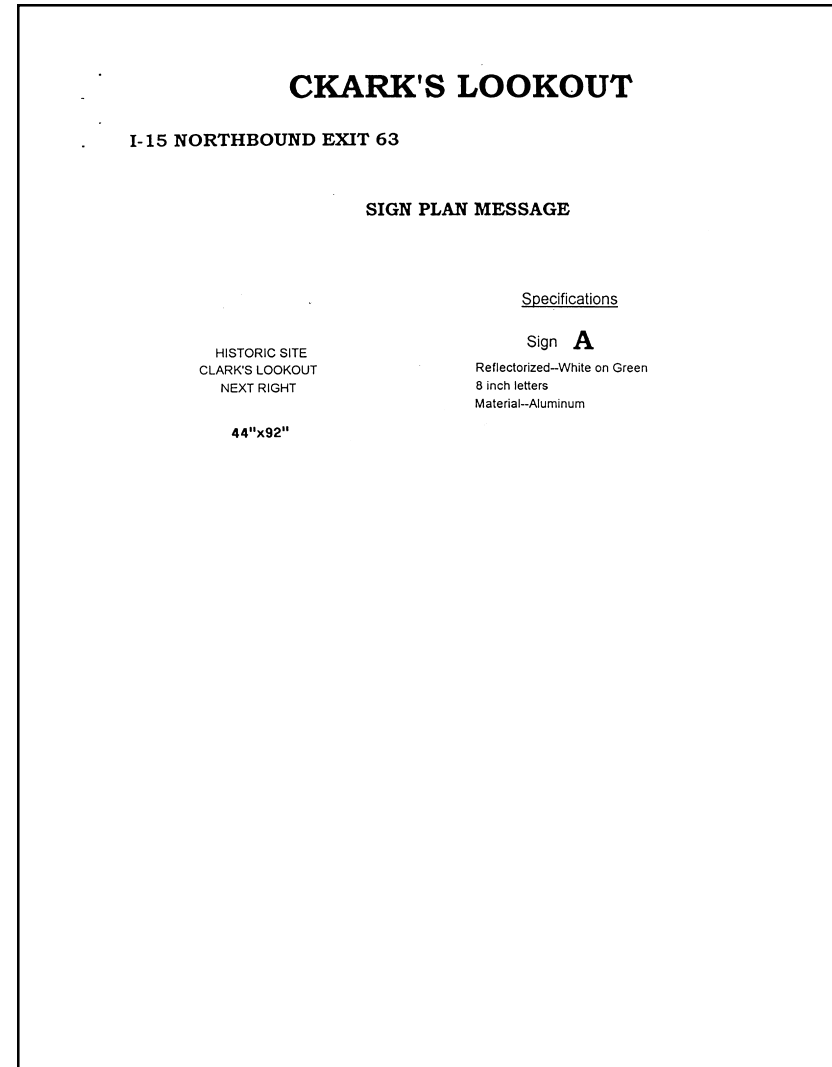
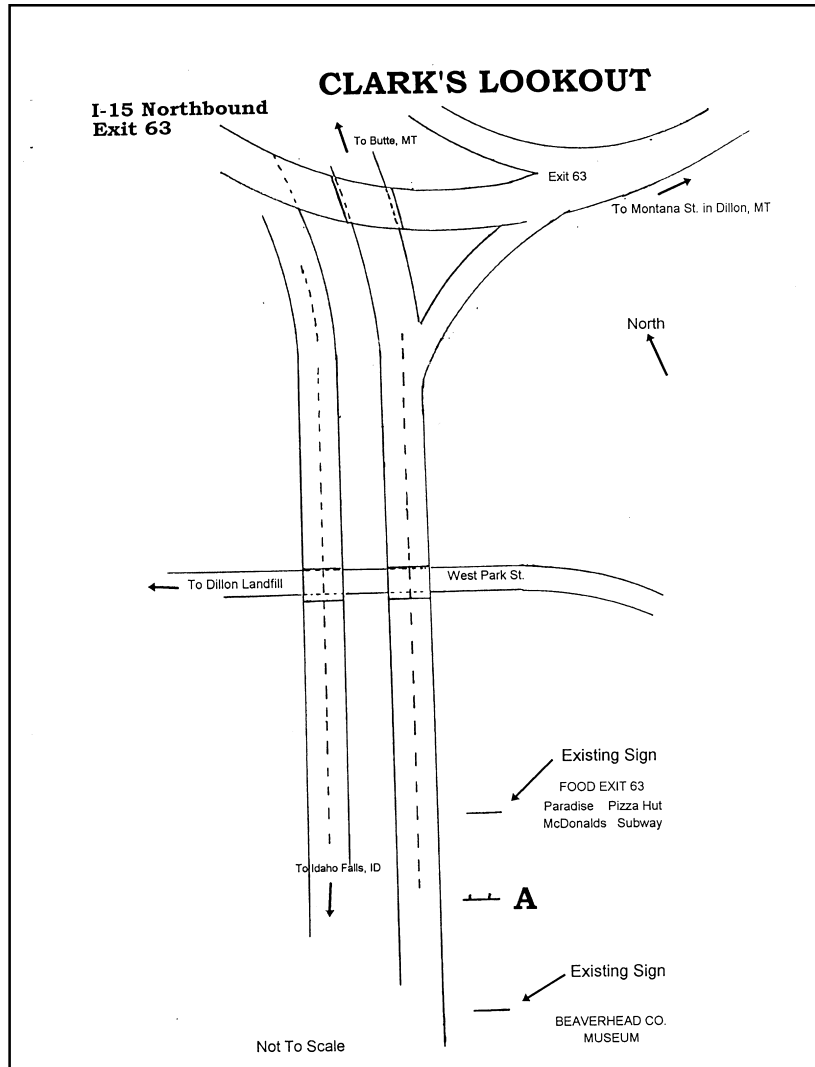
Signs **B & C**

Reflectorized--White on Green
6 inch letters--Reverse Arrows
Material--Aluminum

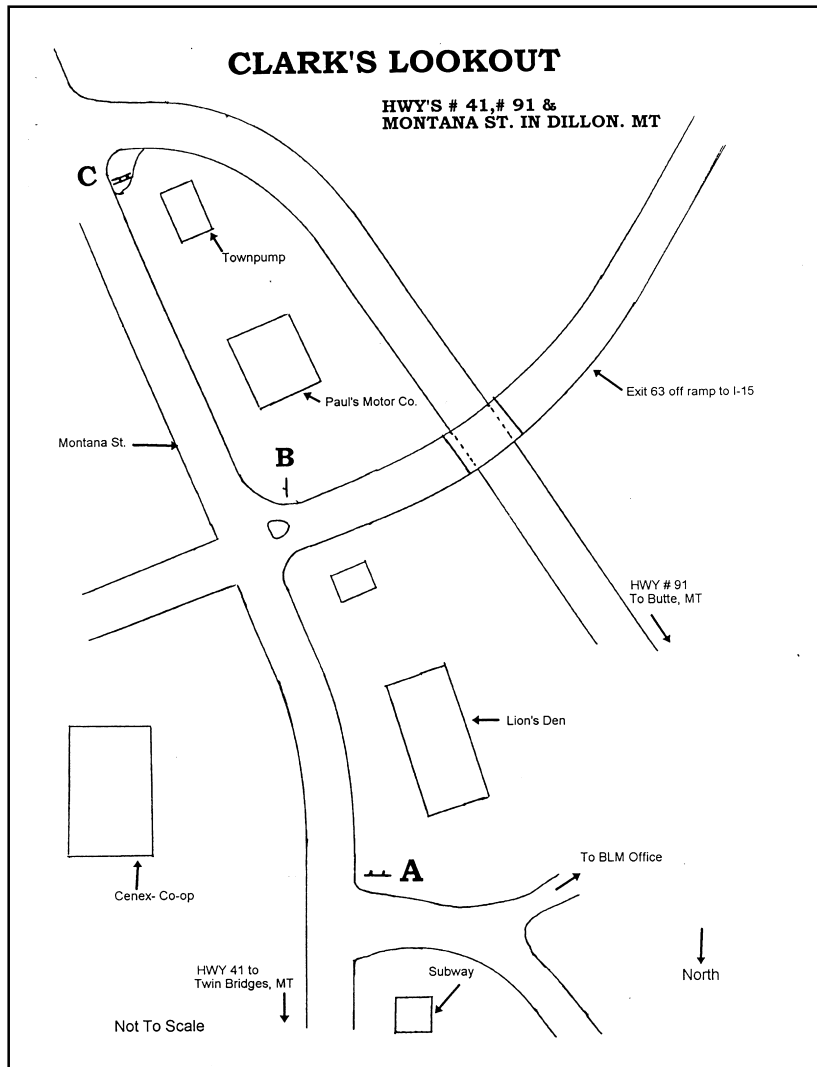
BEAVERHEAD & MADISON COUNTIES



BEAVERHEAD & MADISON COUNTIES



BEAVERHEAD & MADISON COUNTIES



CLARK'S LOOKOUT

HWY'S #41, #91 & MONTANA ST. IN DILLON, MT

SIGN PLAN MESSAGES

Specifications

Sign A
 ReflectORIZED--White on Green
 5 inch letters
 Material--Aluminum
 Install Lewis & Clark 18 inch National Trail logo on post below sign.


Sign B
 ReflectORIZED--White on Green
 4 inch letters
 Material--Aluminum
 Install Lewis & Clark 18 triangular National Trail logo on post below sign.

Sign C
Two signs required
 ReflectORIZED--White on Green
 5 inch letters--Reverse Arrows
 Material--Aluminum
 Install 2 Lewis & Clark 18 inch triangular National logo on post below signs.

HISTORIC SITE CLARK'S LOOKOUT 1/4 MI ↑
28"x58"

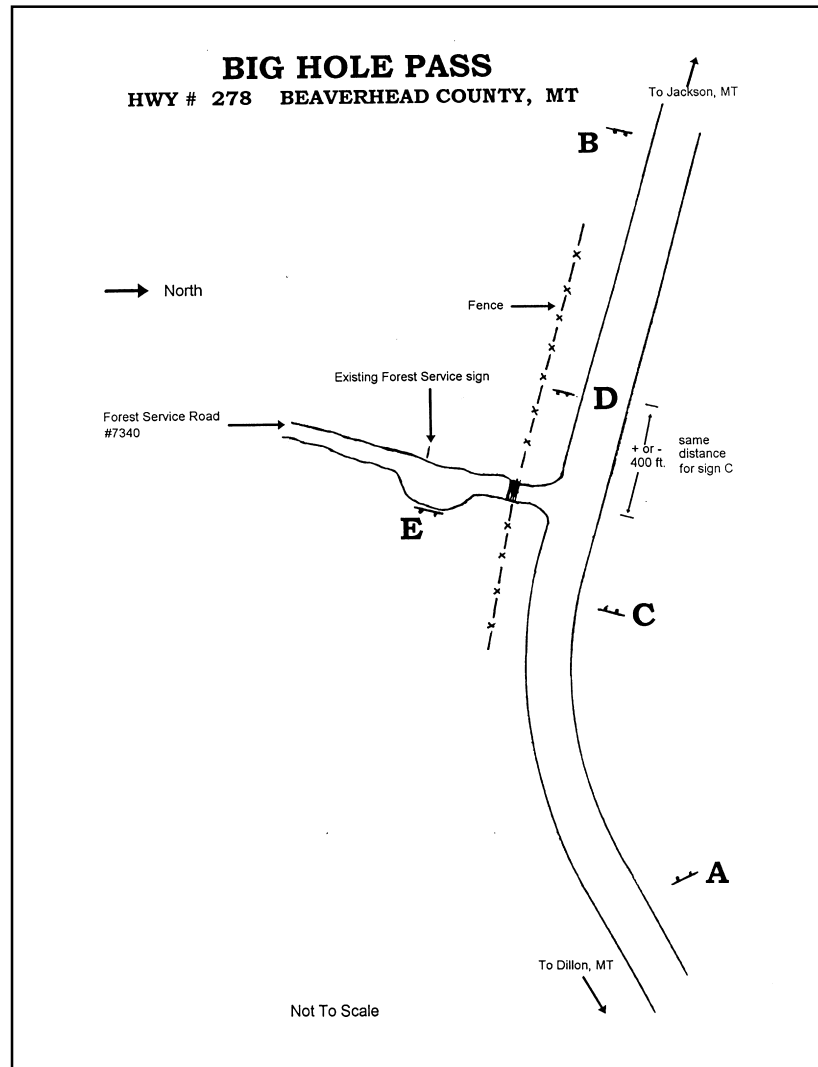
HISTORIC SITE 500 FT →
22"x28"

HISTORIC SITE CLARK'S LOOKOUT 1/2 MI →
28"x58"



APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

BEAVERHEAD & MADISON COUNTIES



BIG HOLE PASS
HWY #278 BEAVERHEAD CO. MT
SIGN PLAN MESSAGES

Specifications

Signs A & B
ReflectORIZED--White on Brown
6 inch letters--Reverse Arrows
Material--Aluminum
The Lewis & Clark 18 inch triangular National Trail sign logo will be installed on the inside post of each sign.

Signs C & D
ReflectORIZED--White on Brown
6 inch letters--Reverse Arrows
Material-- Aluminum

Interpretive Sign
Sign **E**
This sign has already been made and purchased by the U.S. Forest Service.
It is constructed of MDO plywood. Routed cream letters on brown. Size is 5ft by 8ft.

HISTORIC SITE
1/4 MI →
33"x39"

HISTORIC SITE →
24"x39"

See next page

BEAVERHEAD & MADISON COUNTIES

Big Hole Pass
Elevation 7360

Captin William Clark, with part of the Lewis & Clark expedition crossed this pass on the return Journey east in July of 1806. The Big Hole River is to the West and Grasshopper Creek to the East.

"this extensive vally surround with covered with snow is extremely fertile covered esculent plants and the creeks which pass through it contains emence numbers of beaver I now take my leave of this but full extensive vally which I call the hot springs vally (Big Hole Valley), and behold one less extensive and much more rugid on Williams Creek (Grasshopper Creek) for near 12 miles in length, remarkable cold night."

July 7, 1806

From this point the party continued on down Grasshopper Creek, Passed Northwest of the Town of Bannack, and crossed over into horse prairie creek where they had cashed their canoes and some supplies on their westward Journey in August of 1805.

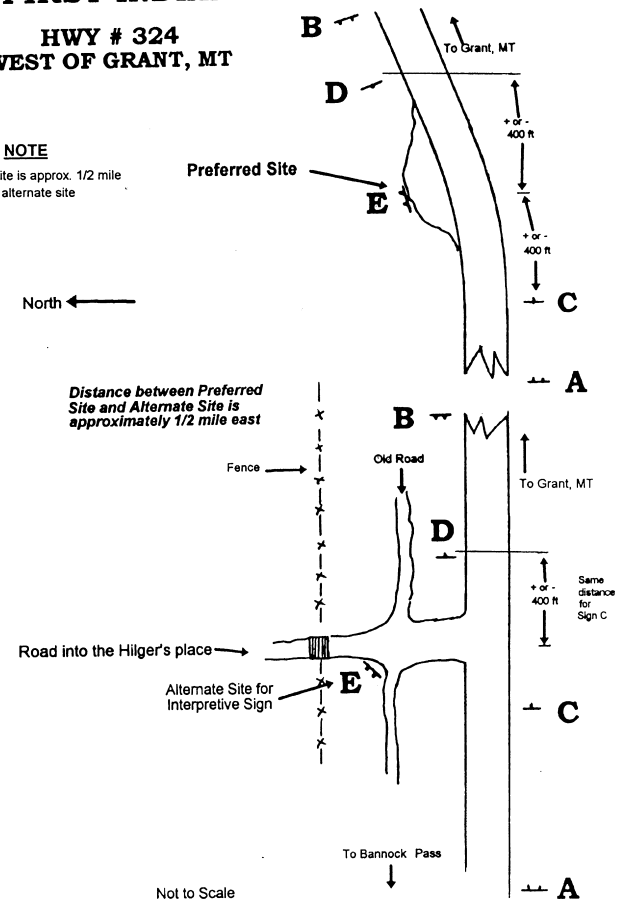
Beaverhead National Forest

FIRST INDIAN SIGHTING IN MONTANA

HWY # 324
WEST OF GRANT, MT

NOTE

Preferred site is approx. 1/2 mile
East of the alternate site



BEAVERHEAD & MADISON COUNTIES

FIRST INDIAN SIGHTING IN MONTANA

HWY #324 WEST OF GRANT, MT

SIGN PLAN MESSAGES

Specifications

Signs A & B

Reflectorized—White on Green
6 inch letters—Reverse Arrows
Material—Aluminum

The Lewis & Clark 18 inch triangular National Trail sign logo will be installed on the inside post of each sign.

HISTORIC
SITE
1/4 MI →

33"x39"



Signs C & D

Reflectorized—White on Green
6 inch letters—Reverse Arrows
Material—Aluminum

HISTORIC
SITE →

24"x39"

Interpretive Sign—Sample only

From Lewis' diary of Sunday, August 11, 1805

"discovered an Indian on horse back about two miles distant coming down the plain toward us. with my glass I discovered from his dress that he was of a different nation from any that we had yet seen, and was satisfied of his being a Sossone."

"when I arrived within about 150 paces I again repeated the word tab-ba-bone and held up the trinkets in my hands and striped up my shirt sleeve to give him an opportunity of seeing the colour of my skin" "I got nearer than about 100 paces when he suddenly turned his horse about, gave him the whip leaped the creek and disappeared in the willow brush"

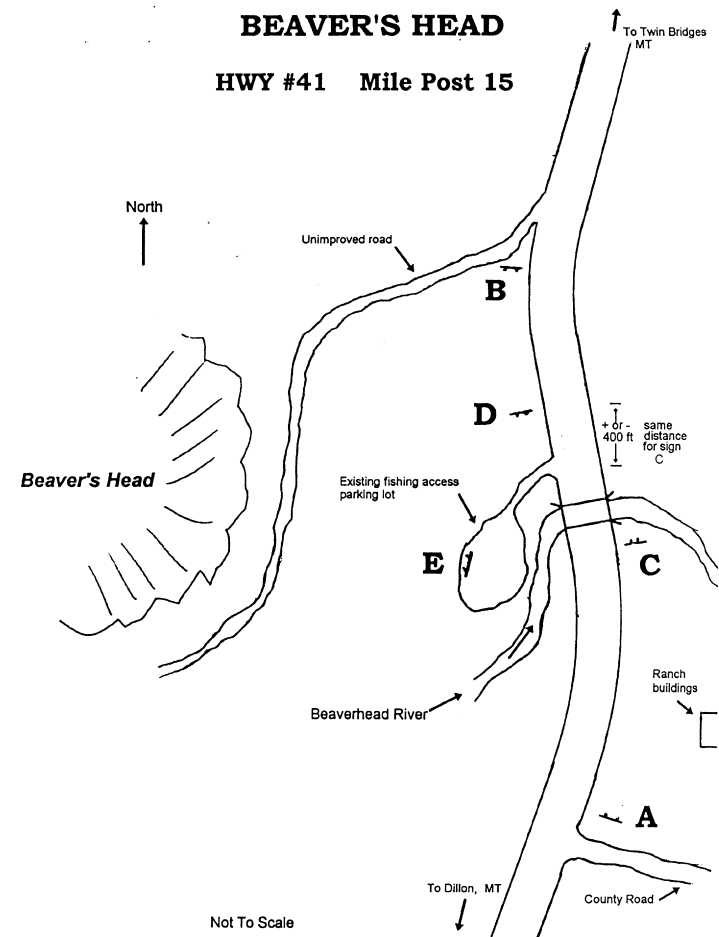
"I now felt quite as much mortification and disappointment as I had pleasure and expectation at the first sight of this Indian."

Sign E

Final message, Material & size
to be determined later.

BEAVER'S HEAD

HWY #41 Mile Post 15



BEAVERHEAD & MADISON COUNTIES

BEAVER'S HEAD

SIGN PLAN MESSAGES

HWY #41 MILE POST 15

Specifications

Signs A & B

ReflectORIZED—White on Green
6 inch letters—Reverse Arrows
Material—Aluminum

The Lewis & Clark 18 inch triangular National Trail logo will be installed on the inside post of each sign.

HISTORIC
SITE
BEAVER'S HEAD
1/4 MILE →

42"x60"



HISTORIC
SITE
→

33"x39"

Signs C & D

ReflectORIZED—White on Green
6 inch letters—Reverse Arrows
Material—Aluminum

Interpretive Sign—SAMPLE only

From Lewis' diary of Thursday, August 8, 1805

On August 8, a short distance above the mouth of present Ruby River, Sacagawea recognized a landmark.

Lewis wrote: "The Indian woman recognized the point of a high plain to our right which she informed us was not very distant from the summer retreat of her nation on a river beyond the mountains which runs to the west. this hill she says her nation calls the beaver's head from a conceived resemblance of it's figure to the head of that animal."



Sign E

Final message, Material & size to be determined later.

BOILING SPRING

HWY #278
JACKSON, MT

B

Existing Sign
JACKSON
WELCOMES
YOU

D

Jackson
Merc.

Jackson
Lodge

E

Garage

C

Warm Springs Creek

Existing Sign
JACKSON
WELCOMES
YOU

A

To Dillon
↓

North
↑

Not to scale

BEAVERHEAD & MADISON COUNTIES

BOILING SPRING

SIGN PLAN MESSAGES

HWY #278
JACKSON, MT

SPECIFICATIONS

Signs A & B

Reflectorized--White on Green
6 inch letters--Reverse Arrows
Material--Aluminum

The Lewis & Clark 18 inch triangular National Trail logo will be installed on the inside post of each sign

HISTORIC
SITE
BOILING SPR.
1/4 MI →

42"x52"



HISTORIC
SITE →

20"x33"

Signs C & D

Reflectorized--White on Green
5 inch letters--Reverse Arrows
Material--Aluminum

Interpretive Sign--Sample only

From Clarke's diary of Monday, July 7, 1806

"keeping the Course I had set out on S. 56° E after crossing the river I kept up on the N.E. side. Sometimes following an old road which frequently disappeared, at the distance of 16 miles we arrived at a Boiling Spring"

"this Spring contains a very considerable quantity of water, and actually blubbers with heat for 20 paces below where it rises. it has every appearance of boiling, too hot for a man to endure his hand in it 3 seconds."

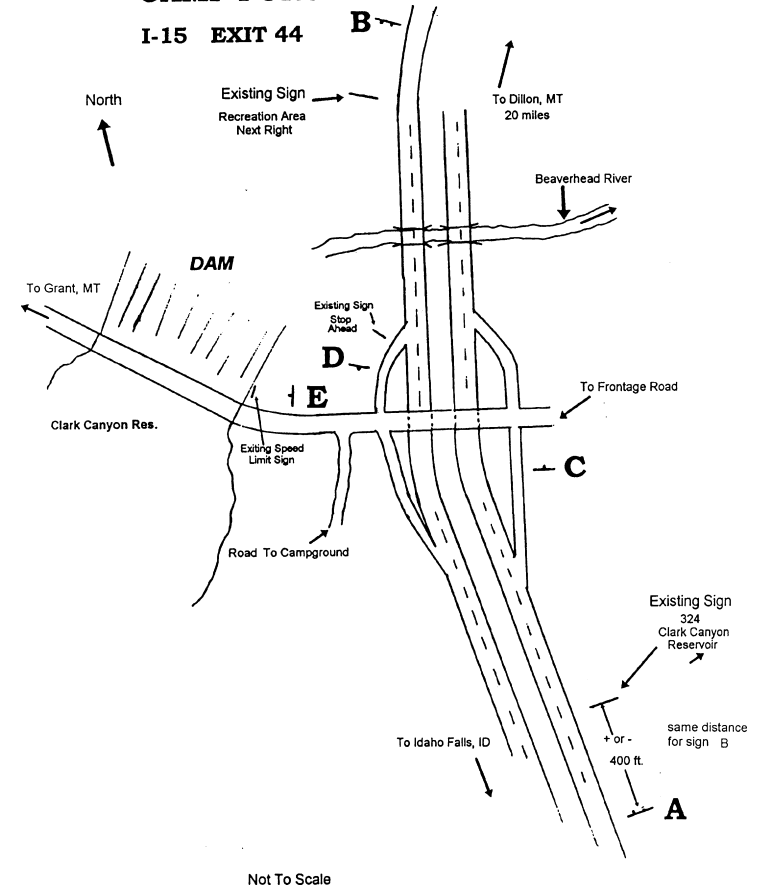
"after taking dinner and letting our horses graze 1 hour and a half we proceeded on"

Sign E

Final message, Material & size to be determined later.

CAMP FORUNATE OVERLOOK

I-15 EXIT 44



APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

BEAVERHEAD & MADISON COUNTIES

CAMP FORTUNATE OVERLOOK

I-15 EXIT 44

SIGN PLAN MESSAGES

Specifications

HISTORIC SITE
CAMP FORTUNATE
NEXT RIGHT

44"x89"

HISTORIC
SITE →

20"x33"

HISTORIC
SITE
↑

22"x26"

Signs **A & B**

ReflectORIZED-White on Green
8 inch letters
Material-Aluminum

Signs **C & D**

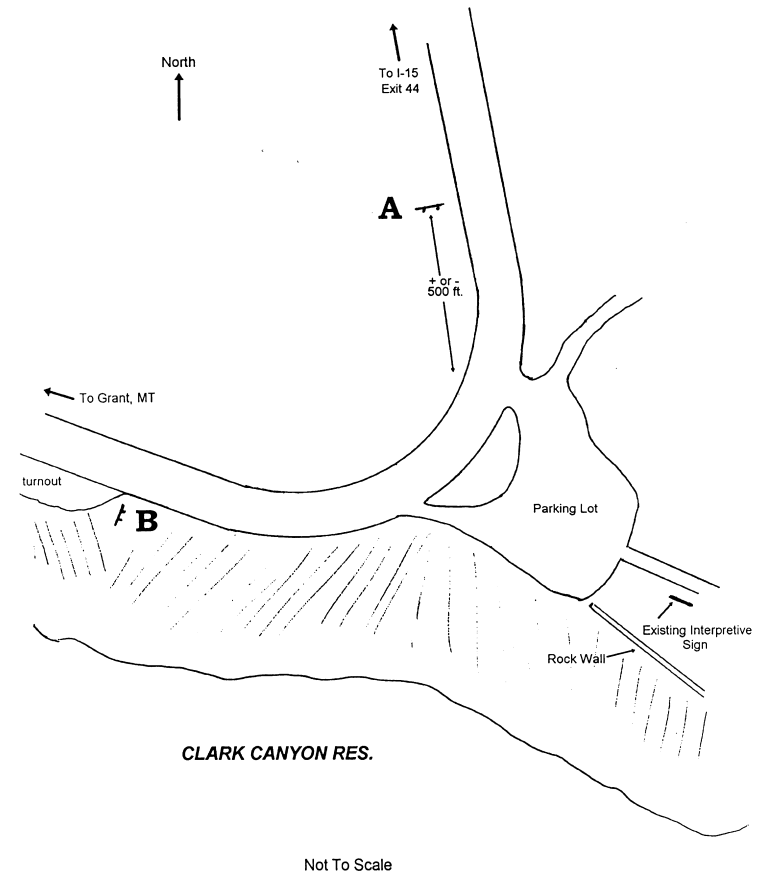
ReflectORIZED-White on Green
5 inch letters-Reverse Arrows
Material-Aluminum

Sign **E**

ReflectORIZED-White on Green
4 inch letters
Material-Aluminum

CAMP FORUNATE OVERLOOK

HWY # 324



EXISTING INTERPRETIVE PLANNING EFFORTS

BEAVERHEAD & MADISON COUNTIES

CAMP FORUNATE OVERLOOK

HWY #324

SIGN PLAN MESSAGES

Specifications

Signs **A & B**

Reflectorized--White on Green
6 inch letters--Reverse Arrows
Material--Aluminum

The Lewis & Clark 18 inch triangular National Trail logo will be installed on the inside post of each sign.

HISTORIC SITE
CAMP FORTUNATE

33"x67"



RATTLESNAKE CLIFFS

I-15 EXIT 56 NORTH & SOUTHBOUND

A

Existing Sign
Exit 56
BARRETT'S

Exit 56 —

C

To Dillon, MT

Frontage Road →

Talc Plant

Sawmill Road →

North

To Idaho Falls, ID

Not To Scale

E

| | |
|-----------|--------------------------|
| -D | To Rattlesnake Cliffs |
|-----------|--------------------------|

Existing Sign
Exit 56
BARRETTS

B

Existing Sign

FOOD EXIT 56
Big Sky
TRUCK STOP

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

BEAVERHEAD & MADISON COUNTIES

RATTLESNAKE CLIFFS

I-15 EXIT 56 NORTH & SOUTHBOUND

SIGN PLAN MESSAGES

HISTORIC SITE
RATTLESNAKE CLIFFS
NEXT RIGHT

44"x105"

HISTORIC
SITE →

20"x33"

HISTORIC
SITE →

16"x26"

Specifications

Signs **A & B**

ReflectORIZED--White on Green
8 inch letters
Material--Aluminum

Signs **C & D**

ReflectORIZED--White on Green
5 inch letters--Reverse Arrows
Material--Aluminum

Sign **E**

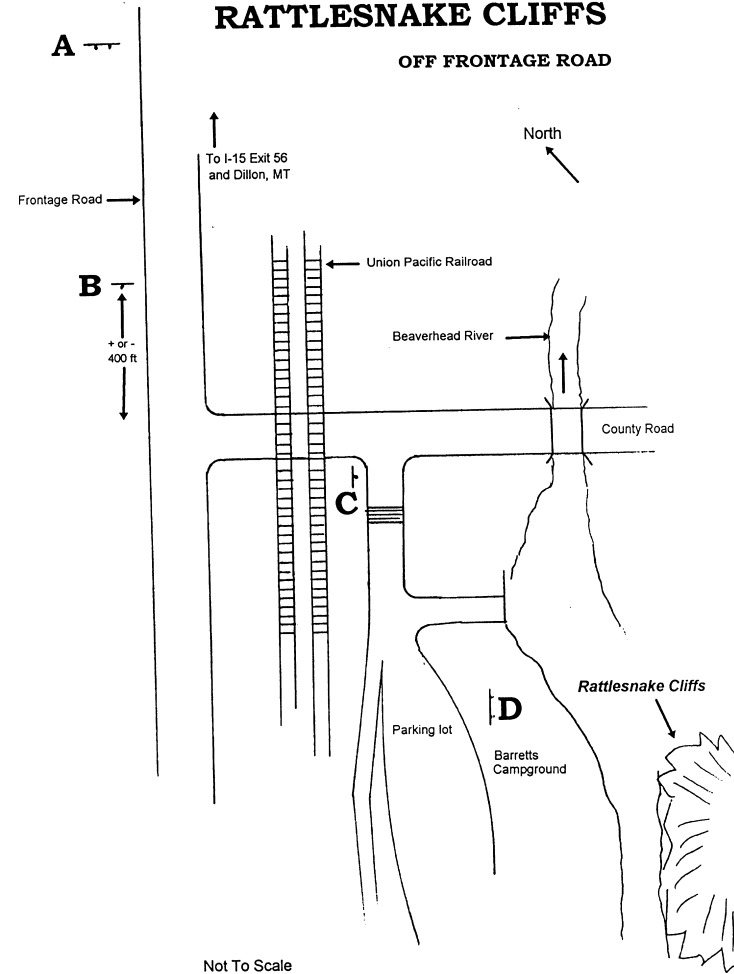
ReflectORIZED--White on Green
4 inch letters
Material--Aluminum

Install a 18 inch Lewis & Clark National Trail logo
on the post below this sign.



RATTLESNAKE CLIFFS

OFF FRONTAGE ROAD



BEAVERHEAD & MADISON COUNTIES

RATTLESNAKE CLIFF

OFF FRONTAGE ROAD

SIGN PLAN MESSAGES

Specifications

Sign **A**

Reflectorized--White on Green
5 inch letters
Material--Aluminum

Install a 18 inch Lewis & Clark National Trail logo on the post below this sign.

Sign **B**

Reflectorized--White on Green
5 inch letters
Material--Aluminum

Sign **C**

Reflectorized--White on Green
4 inch letters
Material--Aluminum

Sign **D**

Message, Material & size to be determined later.

HISTORIC SITE
← 1/4 MI

33"x39"

HISTORIC SITE
←


33"x39"

HISTORIC SITE
→

16"x26"

Interpretive Sign

Bureau of Reclamation will be responsible for the design & installation of this sign.



APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

TOWNSEND AREA CHAMBER OF COMMERCE

TOWNSEND AREA CHAMBER OF COMMERCE

PO Box 947, TOWNSEND, MT, 59644
Jeff Stoffer, President, 406-266-3333

April 30, 1999

Sarah Lawlor
Montana Tourism & Recreation Initiative
Travel Montana
PO Box 200533
Helena, MT, 59620

Dear Sarah:

Broadwater County is both delighted and excited to participate in the Montana Tourism & Recreation Initiative program to improve the interpretive stations of our state. The upcoming Lewis and Clark Bicentennial poses a wonderful opportunity for new partnerships and cohesive interpretive development along the route of the famous explorers.

Our recently formed Broadwater Heritage Council (a diverse oversight committee now in the midst of developing an economic action plan for the Bicentennial years and beyond) considers interpretive signs as a top priority, and I recently joined Chuck Neal of the U.S. Bureau of Reclamation's Canyon Ferry office in a tour of the county's signs and sites. The condition of these markers was so bad, I wrote a column about it in the local newspaper, The Townsend Star. That column is enclosed.

Although we are still in the problem-identification and prioritization stage of planning, our group feels it is heading in the right direction. Our local Crimson Bluffs Chapter of the Lewis and Clark Heritage Trail Foundation has produced a marvelous brochure identifying likely campsites of the Corps of Discovery through the Missouri River headwaters region and the land which is now Broadwater County. The Bureau of Reclamation has budgeted some funds for interpretive signs in the county, which we certainly want to fit into the statewide system. The U.S. Forest Service, Broadwater County, City of Townsend, Broadwater Stream & Lake Committee, Townsend Area Chamber of Commerce, and other local organizations have expressed interest in helping develop our local sites.

What follows is an inventory of historically significant, existing interpretive sites along the Lewis-Clark Trail in Broadwater County. We have already begun to develop recommendations for new structures, with new text which interprets not only the Lewis-Clark story through our county but also its natural features and history. We do not believe we need to install sites at new locations as yet and wish to focus instead on replacing or significantly upgrading existing, dilapidated stations which have been in existence for some time.

In addition to the installation of new and improved interpretive stations, we wish to emphasize the importance of highly visible, accurate markers guiding travelers to the sites. If, for instance, a Lewis-Clark site is five miles off the highway, we want signs indicating that distance and direction. We want visitors to be enlightened, not confused. We want to leave a positive lasting impression and promote return visits. As the following inventory will suggest, we have a lot of work to do.

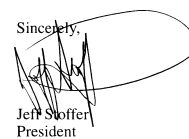
Also, we believe that a program of maintenance is necessary for the sites. It is extremely frustrating in Broadwater County when, for instance, an agency simply yanks out a sign that's falling apart. We really have road markers directing motorists to pull over and look at an empty frame where there used to be a sign.

Therefore, the Broadwater Heritage Council and The Townsend Area Chamber of Commerce, along with the Broadwater County Commissioners eagerly wish to work closely with MTRI to develop this new system in time for the expected wave of heritage tourists.

If you have any questions, please call me at The Townsend Star, 266-3333 or email tstaamt@mt.net anytime.

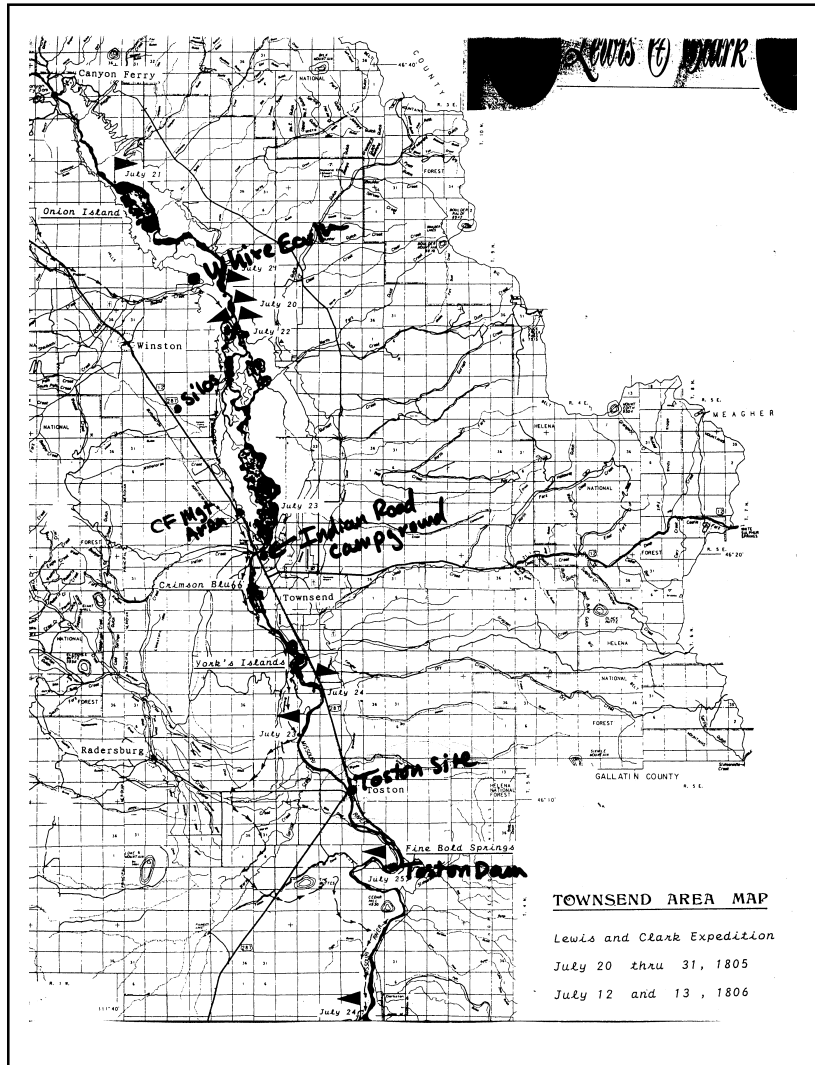
Thank you for the letter letting us know about the program.

Sincerely,



Jeff Stoffer
President
Townsend Area Chamber of Commerce

TOWNSEND AREA CHAMBER OF COMMERCE



Site 1: White Earth



This small bulletin board offers interesting information, if people can find it.

White Earth Campground is located approximately 5 miles east of Winston, on the shore of Canyon Ferry Reservoir. It is poorly signed from the intersection, with no direction or distance visible from the entry. Two small signs approaching the turnoff do indicate the direction, but a visitor could easily be confused, thinking the campground is at the Winston Bar.

Down the road, travelers must make two turns, neither of which indicates the direction to the campground. Once there, visitors will find a brand-new road which passes over a hill rather than circumnavigating it. New toilets have been installed there, as well as a new boat ramp in recent years.

A small bulletin board stands in the campground. It offers rules and regulations and a small sheet of laminated paper which tells of Lewis and Clark's voyage through here. Especially important about this site is the fact that Sacajawea identified it as the land of her people, and White Earth was where they came to acquire paint. The type is small, but the information is excellent.

We believe White Earth is an extremely important Lewis and Clark site in the county and deserves an interpretive sign at the campground. There are many possible locations, including a knoll with a trail leading to it above the campground. From there, a panoramic view of the lake and the valley can be seen.

In addition to the passage from the journals, we believe the native geology — such as chert, which was used to shape tools by native cultures — should be interpreted. The limestone cliffs, prickly pear and even the "plague" of mosquitoes the explorers faced would be interesting for visitors to understand.

This is an extremely popular fishing spot on Canyon Ferry, both for ice anglers and boaters. An estimated 600,000 people visit Canyon Ferry each year, making it one of Montana's most popular recreation attractions.

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

TOWNSEND AREA CHAMBER OF COMMERCE



This small sheet of paper is all White earth has to interpret the Lewis and Clark Expedition.



A trail already exists, leading to the top of a knoll overlooking the lake and the park. Perhaps an interpretive station at the top would be well-received



This sign along Highway 287/12 seems to indicate that White Earth is at the Winston Bar parking lot.

TOWNSEND AREA CHAMBER OF COMMERCE

Site 2: Silos Area Pulloff



Near the turnoff to The Silos Recreation Area, a very old interpretive sign with outdated information has been blasted with a shotgun. Some of the information is incorrect, or at least it doesn't apply anymore.

We suggest replacing it with a two-sided information station, with silhouette art of the Big Belt Mountain range on the east-facing side and silhouette art of the Elkhorns on the west-facing side. We suggested panels to reflect on Lewis and Clark's descriptions of the mountains of the headwaters country, a brief history of the management of the National Forest on both sides, antelope, the old mine camps, and the Warm Springs fire of 1988 (the stands of which are still visible), Diamond City, and the A.B. Cook Ranch, which built the brick silos on the flat.



This sign, located in a well-paved turnout along Highway 287/12, has seen better days.

TOWNSEND AREA CHAMBER OF COMMERCE

Site 3: Wildlife Management Area



Here we have a designated pullout leading to an empty frame where there used to be a sign

About two miles north of Townsend on Highway 12/287, there's another well-marked, easily accessed pullout. It leads to an empty frame where there used to be a sign interpreting the Canyon Ferry Wildlife Management Area and Dust-Abatement Ponds. The U.S. Bureau of Reclamation has been in charge of the sign, and when it wore out, the agency simply removed it. Obviously, we want it replaced.

From this location, we wish to interpret the town of Canton, which was flooded by Canyon Ferry Reservoir in 1954 and the Canton Church, which was recently placed on the National Register of Historic Places. We also would like to interpret the wildlife management area with a listing and artwork of the many species abundant there. The dust-abatement ponds are also interesting because they were installed to stop the heavy swirls of dust in the summer and have become a great waterfowl habitat. Also at this location, we wish to give visitors a "checkpoint" position showing the entire Lewis and Clark trail through Broadwater County, and identification of the likely campsites. Also important: a "you are here" sign.

This site is located on a hill and provides a stunning view of the lake's south end and the Big Belt Mountains.

Site 4: Indian Road Campground



Located one mile north of Townsend, the campground offers a sign, but it was installed sideways.

Indian Road Campground has recently undergone major improvements, including the excavation and landscaping of a new kids' fishing pond. A nice new pathway encircles the pond, which is loaded with painted turtles. The turtles can often be found sunning themselves on logs in the newly rebuilt pond, which will be stocked with 1,500 westslope cutthroat trout this summer. The project was led by the Broadwater Stream and Lake Committee, with the MDFWP and BOR as partners.

Because of the pond and a popular boat ramp at the park, we believe this would be the best place for an interpretive kiosk, possibly with some kind of replicated structure or statue. We believe this would be a great place to interpret aquatic life forms of the area like the painted turtles, westslope cutthroat trout, and the Crimson Bluffs, which the explorers identified just upstream. Also, the Crimson Bluffs Chapter of the Heritage Trail Foundation is nearly finished working with the U.S. Geological Survey to have a large island in the Missouri River renamed York's Island, in honor of Clark's famous slave. William Clark so-named the island on the Corps' 1805 journey upstream.

TOWNSEND AREA CHAMBER OF COMMERCE

Site 5: Toston Fishing Access



Located at the old Toston Bridge, this popular fish access site and boat launch has no interpretive signs.

No interpretive sign exists to acknowledge one of Montana Territory's most important early gold rush areas — the Crow Creek Valley. Radersburg and Toston are the two existing towns from that early time, and this fish-access site would be a good place to interpret the first wave of white settlers to the area. The old bridge is still in use and could be interpreted there, as well. We believe the Crow Creek Valley can be interpreted with a wooden sign which fits into the system. Lewis and Clark did explore the tributaries near here and those descriptions could be quoted. Also remnants of the old gold operations can be seen along the river near here.



The Toston Bridge is still in use.

TOWNSEND AREA CHAMBER OF COMMERCE

Site 6: 'Little Gates of the Mountains'



This excellent interpretive sign is hard to find and unmarked from the highway. Many locals don't even know it exists.

An outstanding park with great Lewis and Clark significance is located at the Toston Dam, about five miles southeast of Toston. An excellent park, with picnic tables, a boat ramp, out-houses, and shelters. The Toston Dam Recreation Site is unfortunately difficult to find. Visitors would be confused, having passed the Ray Doig Fishing Access and the dam itself before arriving there. It is past the dam employee parking lot. Signs leading travelers to this place are desperately needed. While the existing sign includes some valuable, accurate information, additional interpretation of 'needle and thread grass' with a picture of the plant, and a discussion of the Big Springs and how it brought irrigation to the headwaters country in 1869 would be extremely interesting. We expect this to be a well-used facility in coming years because it is the gateway to some of the more remote river country in the region. Boaters and floaters will want to use this site, and we should give them a more complete interpretive experience.

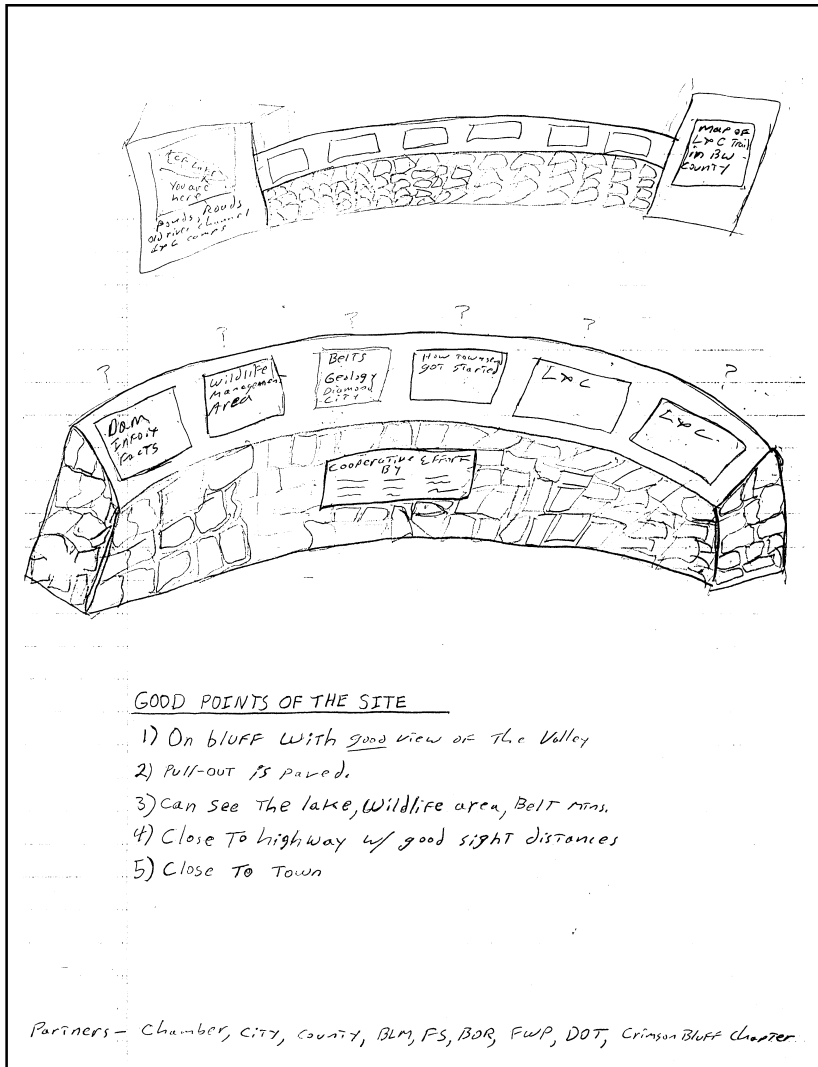


Covered picnic shelters, fire rings, a boat ramp and gravel parking lot are featured at the hard-to-find Toston Dam Recreation Area.

TOWNSEND AREA CHAMBER OF COMMERCE

Appendix

1. Townsend Star, April 29, 1999
2. Crimson Bluffs Chapter
Lewis & Clark brochure
3. Drawings of possible
interpretive stations by
Chuck Neal, BLM



TOWNSEND AREA CHAMBER OF COMMERCE

Broadwater County Interp Site - N. of Townsend

| Info. on Reservoir | Wildlife Area | LYC Trail | LYC Trail Map in Broadwater Co |
|-----------------------|-----------------------|--|--------------------------------|
| - height, thickness | - how it came about | - when they came through | - Campsites + date |
| - Length of Lake | - how it is managed | - features noted in Journal | - River + islands |
| - Miles of shoreline | - species of wildlife | - significance of this area | - location of land marks |
| - why built | | - how many campsites | |
| - Area Ft. of water | | - excepts from Journal | |
| - Generation capacity | | - net interp. site | |
| | Canyon Ferry Map | | COOPERATIVE EFFORT |
| | - Lake | - Canyon church | - Lis. Participating agencies. |
| | - Campgrounds | - Hecix listing facilities at each Rec. site | |
| | - Roads | | |
| | - Ponds | - Townsend, Helena, Canyon Ferry Village, Dam, | |
| | - Wildlife mgt. Area | | |

SHEET _____ OF _____

MADE BY _____

CHECKED BY _____ (initial and date)

HELENA NATIONAL FOREST

*Helena National Forest
Lewis & Clark Bicentennial
Planning Strategy*

The Planning Process

In June, 1998 a Lewis & Clark Bicentennial Strategy was adopted by the Northern Region. The Helena National Forest has developed this planning document as a tier to the Regional strategy. The Helena Strategy identifies specific landbased issues, needs, opportunities and actions that will be developed by the Helena National Forest to meet the goals and objectives of the L&C Bicentennial. The Forest has developed a planning team consisting of District and SO representatives. Team members also represent the Forest in community planning efforts.

The Route Across the Helena National Forest

A significant portion of the route that the Lewis and Clark Expedition took across Montana is managed by the Helena National Forest. The Helena National Forest has divided the route and associated sites into three focus areas; **the Blackfoot River Valley, the Gates of the Mountains Corridor and the Townsend-Missouri River Valley.**

These areas are considered Primary Exploration Zones as identified in the Northern Region L&C Bicentennial Strategy. Primary Exploration Zones have the following characteristics: 1) The National Historic Trail is on National Forest land; 2) The Corps of Discovery travelled both directions in close proximity to each other and cross or are very near to National Forest land; and the discoveries and journal entries indicate a significant event occurred in this area.

•

The focus areas contain the following resources worthy of protection;

- *The Lewis & Clark National Historic Trail*; Protection is required by law for this special designation.
- *Cultural sites and resources left from people before us.* Ignorance and overuse may cause a loss of these resources; once gone, they can never be replaced. These sites are protected by law.
- *Vegetation, meadows, wetlands, wildlife habitat.* They are fragile and easily destroyed, particularly high elevation sites; recovery is difficult and slow.
- *The landscape viewed by Lewis and Clark.* The portion of the Lewis and Clark Trail that crosses Lewis & Clark Pass is one of the few areas on the trans-continental route that still resembles what it looked like when the Corps made their journey -- rugged and undeveloped. Retaining that historic landscape character is important.
- *Traditional American Indian gathering areas.* Sites may still be used for gathering by tribal people today. This is part of their culture, and their rights must be protected.

HELENA NATIONAL FOREST

Goals for Managing the Lewis and Clark Trail: To protect the resources listed above, the Helena National Forest will accomplish the following goals for managing the Lewis and Clark Trail:

- Provide protection to the heritage resources of the route and associated sites; to place priority emphasis on the cultural significance of these resources.
- Provide a self-discovery experience for visitors.
- Provide on-site and off-site interpretation and information that balances and integrates all the historic events that have taken place along the route.
- Provide for recreational access consistent with the level of facilities that currently exist.
- Minimize changes from the existing conditions unless changes were needed to correct significant safety hazards, to protect heritage resources, or to rehabilitate damage from past activities.

FOREST L&C BICENTENNIAL FOCUS AREAS: Management emphasis, issues and potential partners have been identified for each focus area.

A. BLACKFOOT RIVER VALLEY:

The Blackfoot River area has been occupied by Native American Indians for at least 10,000 years. It is believed that most of the use of this area consisted of summertime hunting camps and as a travelway between the Great Plains and lands to the west of the Continental Divide. This latter use was well-documented in historic times, when a portion of the Corps of Discovery under the leadership of Meriwether Lewis traveled through the Blackfoot Valley and crossed the Divide at the head of Alice Creek on their return trip. They had learned of this route from the Nez Perce of Idaho, who traveled it to the Upper Missouri River basin in order to hunt buffalo. The Nez Perce name for the Blackfoot River is *Cokahlishkit*, which means "river of the road to the buffalo".

The primary highway travel route is Highway 12 that follows the Blackfoot River, through the small community of Lincoln and continues up and over the Continental Divide over Rogers Pass. Lewis and Clark Pass is the next pass north of the main travel way.

Management Emphasis:

- The route and significant sites located through the Blackfoot River Valley will be surveyed and managed for its prehistoric and historic values.
- A variety of on and off-site interpretive and experience opportunities will be delivered.
- All aspects of planning and project implementation will include community outreach and involvement.

HELENA NATIONAL FOREST

1. Heritage:

develop historic preservation plan (HPP)
preservation of travois tracks/camps, etc.
develop full understanding of what the bigger heritage picture
identify trail (GPS, inventory) (pvt/public land)
record heritage archeological sites
testing and mitigation (excavation if necessary)
Salish/Blackfeet consultation
SHPO concurrence/partnership
acknowledge L&C Pass as the "Road to the Buffalo"- it was an indian trail long before
document and photograph segments of trail on private property.
Aspen Campground: what is the heritage significance?
Need to be involved as a partner with BLM in interpretive efforts.
Alice Creek (L&C Pass) focus: currently managed as a semi-primitive, motorized area;
 need to maintain the sensitivity, displace the impacts.

2. Facilities:

CDNST
enhance visitor experience/protection of resources
easements/ROW and L&C Pass
Alice Creek trailhead (maintenance)
Alice Creek drift fence and gate (resource protection)
Alice Creek vegetation management: prescribed burning, range (propose at least 1 year of non-use grazing)
Aspen and Copper Creek Campgrounds; maintenance, can anticipate increased use. (CIP package)
Cummings Cabin; deferred maintenance

3. Interpretation/Education:

messages need to be historically accurate: prehistoric-historic(indian trail, L&C Expedition, Stevens, Gibbons)
visitor information; on-site and off-site
tell the L&C story at the Blackfoot Historical Park, district office, Chamber of Commerce
Aspen Campground interpretive sign
Rogers Pass interpretive sign
replacement of existing interpretive signs

4. Partners:

involve local partners with heritage concerns and inventory.
BLM
Salish and Blackfoot Tribes
L&C County Bicentennial Trail Commission
Upper Blackfoot Valley Historical Society
Lincoln schools
Highway Department
Montana State Parks & Wildlife Interpretive Association
Montana Fish Wildlife and Parks (MFWP)
Helena Foreset Foundation
Montana Wilderness Association (Great Divide Chapter)

5. Issues to be addressed:

possible need for LEO patrolling along the trail where there are sensitive heritage sites.
Oil and gas/minerals exploration and development
Grizzly bear; spring range #1 recovery zone.
CDNST
county road to trailhead
Lincoln fiberoptic cable
grazing allotment
Salish aboriginal territory (treaty)

HELENA NATIONAL FOREST

Public land ROW, land easements, potential for adding to the trail;
trailhead to Scapegoat wilderness
high dispersed recreation area- hunting
potential for displacement of dispersed recreation use
outfitter/guide use; dayuse and hunting
potential for new outfitter guide use

possible vegetation treatment (reference Blackfoot LA)
high archeological sensitivity in the area
may need to consider a large group use permits

B. GATES OF THE MOUNTAINS

Two sons of the Chevalier Vendrye, the French explorer, passed through the area known as the Gates of the Mountains, as early as 1742, and were probably the first white men to gaze upon its precipices. However it was Meriwether Lewis who was responsible for naming the landmark and was the first to leave a record of his passage..*"from the singular appearance of this place I called it the gates of the mountains."* The Gates of the Mountains, as it is known today, is one of the most widely recognized landmarks of the Lewis and Clark Expedition.

Lewis and his crew entered the vicinity of the Helena Forest on July 19, 1805. At this time Captain Clark, and a few men struck away from the main party for overland exploration. Clark's own mapping of his route generally followed the Little Prickly Pear (Ordway's Creek), returned to the river near the Hilger Ranch, and then ascended Prickly Pear Creek (Pryor's Creek) into the Helena Valley.

The following is a listing of the campsites of the main expedition of this leg of the journey;

- July 18- near present Holter Dam
- July 19- in the Gates of the Mountains
- July 20- near Lake Hauser, about 12 miles NE of Helena

Recreation activities in the Gates of the Mountains are currently focused on river recreation between the three reservoir lakes of Holter, Hauser, and Canyon Ferry Lake. Facilities are provided by the Corps of Engineers, Bureau of Land Management, the Forest Service and private operations. The primary Lewis and Clark activity centers around commercial and private boat tours that launch from the Gates of the Mountains access to the river.

Management Emphasis:

- The Forest will provide for a consistent presence in the Gates corridor by highlighting the recreation experience, managing the recreation use, placement and limitations.
- Interpretation and Education efforts will be designed and enhanced to "bring it all together", by providing a more conclusive interpretive story; L&C Expedition, wildlife, management uses and provides a tie to the L&C Interpretive Center.

HELENA NATIONAL FOREST

- All aspects of planning and project implementation will include community outreach and involvement.

1. Heritage:

Information needs to be packaged; ie. rock art recordings, autograph panel near the cabin.
 What is the significance of the site to the L&C Expedition? Resolve the L&C campsite location issue.
 Need to gather a holistic look at prehistory to history of the area.
 What is the overall picture of the area?
 Focus on the "Great North Trail" iceage corridor.

2. Facilities:

(Coulter CG, Meriwether Picnic Area, trailheads, dispersed recreation sites)
 given increase in boating use (Club and pvt) ?????
 need to provide for consistent signing
 placement of recreation guard at Meriwether Picnic Area
 replacement of boat docks
 CIP pavilion
 trail maintenance
 Meriwether Cabin; improvements, maintenance
 decrease disperse recreation site opportunities; possible closure of some sites along the river.
 trailheads/trails; promote trails as a way to access Missouri River?
 Promotion of the overland L&C trail experience.
 Coulter CG, possible fee demo site?
 Mann Gulch/Meriwether Canyon trail maintenance

3. Interpretation/Education:

Forest work with Boat Club in the message they give to the public.
 FS interpreter on boat.
 Coordinate interpretation with Corridor partners (BLM, Boat Club, etc.)
 Visitor information packaging of the stories.

Significance: Gates is the first place the L&C Trail hits Forest land in Montana.
 Tell the resource story: wildlife, habitat, geology (landscape types)
 Forest Placenames related to the L&C
 Campfire talks at Coulter CG; interp story about expedition member Coulter at Campground.
 Expedition story through the Gates, reference the journals.
 Comprehensive site interpretation and sign plan needed at Meriwether.
 Hosted Hikes
 Canyon Ferry power story

4. Partners:

BLM (lower Holter Lake)
 Gates Boat Club, Gates of the Mountains INC.
 Salish Tribe
 L&C County Bicentennial Trail Commission: Gates of the Mountains Chapter
 MT Historical Museum
 Montana State Parks & Wildlife Interpretive Association (MSP-WIA)
 Montana Fish Wildlife and Parks (MFWP)
 Holter Museum of Art (AFC program)
 Helena Foreset Foundation

5. Issues to be addressed:

Boat Club:
 Interpretive message is not necessarily accurate/poor wildlife viewing ethics. Potential for FS boat interpreter.

HELENA NATIONAL FOREST

Special Use Permit currently covers O&M at Meriwether and Coulter. Fee demo opportunity.

Boat Club Interpretive Pavilion: exhibit accuracy, design, consistency, Mann Gulch story.

cultivate relationship with Gates. There needs to be a one-point contact person between Gates and Forest (District) Use:

What is the amount of use that can be accommodated within the Corridor and maintain the desired experience? Need to gather use data and possible closure.

American Bar: not much we can do with this private land development. Concern over visuals.

Gates Wilderness:

need to anticipate increase in use.

need more of a FS presence

Missouri River:

Does it have a W&S designation? Why isn't the river part of the LCNHT?

FERC issue: relicensing, BLM coordination, opportunity for funding.

Forest needs to be more involved- use this as a push.

C. TOWNSEND- MISSOURI RIVER VALLEY

The passage of the river from the Gates of the Mountains to the three forks includes this section. The upriver passage in the Helena vicinity was maddeningly slow. Finally on July 22, Sacagawea recognized a landmark east of present day Winston, Montana. In her youth, her people had visited some white clay banks in this area near the mouth of Beaver Creek to gather the clay for pigment.

The following is a listing of the campsites of the main expedition of this leg of the journey;

July 21- near Canyon Ferry (just above the damsite)

July 22- 2 3/4 miles above Beaver Creek

July 23- below Bedford, on an island.

July 24- near Dry Creek, south of Townsend.

Clark's overland journey route paralleled the west shore of the river from Beaver Creek to beyond Toston.

Management Emphasis:

- All aspects of planning and project implementation will include community outreach and involvement.

HELENA NATIONAL FOREST

- The focus area will be promoted as an area to experience the river very limited on-site Forest management activities.
- Both on and off-site interpretive and experience opportunities; highway signing, fishing access sites; community centers.
- Community outreach and involvement: Community Lead to take lead. HNF keep them informed of opportunities; coordinated effort between FS, MFWP and community/county organizations and individuals.

1. Heritage:

Message: "Don't forget this part of the journey."
River provides "experience" more historical than Canyon Ferry down river. South end of Canyon Ferry to Three Forks is more of a historical journey.
along corridor of the Great Bear and L&C Interpretive Center

LCNHT Foundation: Crimson Bluffs Chapter
Townsend and Toston Community groups
Townsend schools
Broadwater County Museum

2. Facilities:

traveling display: prehistoric component; Forest-wide and communities

3. Interpretation/Education:

significance of this part of the Expedition
Frontliners need good information for good customer service

4. Partners:

Montana State Parks & Wildlife Interpretive Association Montana
Fish Wildlife and Parks (MFWP)
Helena Foreset Foundation
Broadwater County

5. Issues to be addressed:

Assist communities in
 theme and sign development
 community organization (RCA grants)
 promotion of river floats
 traveling exhibits- represent the community
 encourage communities to involve tribal representation
 encourage lasting legacy's
 developing "whole picture" approach
 Speakers Bureau
 Broadwater County Museum
foster communities ideas and activities
How can we compliment their activities?

CATEGORIES OF WORK: To meet Bicentennial objectives, the Northern Region L&C Bicentennial Strategy has suggested that actions fall within categories of work. The Helena National Forest will address issues, planning and management activities under the following categories of work.

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

HELENA NATIONAL FOREST

| Category Of Work | 1998 Accomplishments | 1999 Planning | 2000 Planning and implementation | 2001 Implementation | 2002 Implementation | 2003-2006 Commemoration | 2007 Clean-up Restoration |
|---|--|---|--|---|---|---|--|
| Organize Communications and Planning Network | 1. Forest Representative designated to R1 team. 2. District representatives appointed to serve on Forest team. | 1. Develop forest-wide Communications Plan | Specific communication actions implemented. | Specific communication actions implemented. | Specific communication actions implemented. | Specific communication actions implemented. | Specific communication actions implemented |
| Involve Other Agencies and Tribal Involvement | 1. Est. contacts with local community groups, state and federal agencies (MTRI) | 1. Develop strategy for tribal involvement. 2. Initiate involvement through HPP process | Involvement as appropriate Solicit involvement in interpretation and recreation planning. | Involvement as appropriate | Involvement as appropriate | Involvement as appropriate | Involvement as appropriate |
| Develop Funding Sources | 1. grant writing training. 2. Prepared proposals for R1 Partnership Grant Program. 3. County received RCA grant. | 1. Develop forest-wide grant strategy. 2. Identify projects for grant submittal. 3. Submit 2-3 project proposals. | 1. Grant proposals continued. | Grant management. | Grant management. | Grant management. | Grant management. |

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

HELENA NATIONAL FOREST

| | | | | | | |
|---|--|---|--|---|--|---|
| Build Partner- ships and Com- munity Involve- ment | 1. Forest rep in L&C county commission ef- forts. 2. Forest repre- sentation with forming new LCNHT Founda- tion chapters. (Helena, Townsend & Lin- coln) | 1. Outreach activities con- tinued. 2. Involve partners in all aspects of planning and project devel- opment. | 1. Outreach activities con- tinued 2. Involve partners in all aspects of planning and project devel- opment. | 1. Outreach activities con- tinued 2. Involve partners in project imple- mentation. | 1. Outreach activities con- tinued. 2. Involve partners in project imple- mentation. | 1. Outreach activities continued. 2. Involve partners in restoration efforts. |
|---|--|---|--|---|--|---|

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

HELENA NATIONAL FOREST

| | | | | | | | |
|---|---|--|--|--|--|--|---|
| <p>Improve Facilities and Interpretation</p> <ul style="list-style-type: none"> • Recreation Facilities Plan. • Road Maintenance Plan. • Interpretation and Ed. Plan | <ol style="list-style-type: none"> 1. Assist County in developing L&C brochure. 2. Assist County in speaker's bureau. 3. Incorporate recreation facility needs into CIP program. | <ol style="list-style-type: none"> 1. Completion of heritage preservation protection plan will result in list of management activities for facilities improvements. 2. Develop recreation management opportunities in the HPP. 3. Develop interpretive and education plans following the completion of HPP. | <ol style="list-style-type: none"> 1. Develop a road maintenance and sign plan. 2. Implement recreation projects identified in the HPP. 3. Implement heritage protection activities identified in the HPP. 4. Implement interpretation and education activities. | <ol style="list-style-type: none"> 1. Implement road maintenance and sign activities. 2. Implement recreation projects identified in the HPP. 3. Implement heritage protection activities identified in the HPP. 4. Implement interpretation and education activities. | <ol style="list-style-type: none"> 1. Implement road maintenance and sign activities. 2. Implement recreation projects identified in the HPP. 3. Implement heritage protection activities identified in the HPP. 4. Implement interpretation and education activities. | <ol style="list-style-type: none"> 1. Implement road maintenance and sign activities. 2. Implement recreation projects identified in the HPP. 3. Implement heritage protection activities identified in the HPP. 4. Implement interpretation and education activities. | <p>Monitoring and restoration.</p> |
| <p>Protect and Enhance Cultural Resources and Knowledge</p> <ul style="list-style-type: none"> • Historic Preservation Plan (HPP) | | <ol style="list-style-type: none"> 1. Develop HPP: survey, community & tribal involvement, project and monitoring identification. | <ol style="list-style-type: none"> 1. Implement actions identified in HPP 2. Monitoring | <ol style="list-style-type: none"> 1. Implement actions identified in HPP 2. Monitoring | <ol style="list-style-type: none"> 1. Implement actions identified in HPP 2. Monitoring | <ol style="list-style-type: none"> 1. Implement actions identified in HPP 2. Monitoring | <ol style="list-style-type: none"> 1. Implement actions identified in HPP 2. Monitoring |

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

HELENA NATIONAL FOREST

| | | | | | | | |
|---|--|--|---|--|--|---|---------------|
| Prepare for Bicentennial Activities and Use <ul style="list-style-type: none"> • Regulation, Enforcement and Monitoring • Employee Training | 1.Forest and Community Planning initiated. | 1. HPP will include management activities and mitigation. 2.Employee trainings. | 1. LEO Plan 2. Employee-trainings. 3. Recreation use monitoring | 1. Monitoring 2. Employee-trainings. 3. Monitoring | 1. Monitoring 2. Employee-trainings. 3. Monitoring | 1. On-site host training 2. Employee-trainings. 3. Monitoring | 1. Monitoring |
|---|--|--|---|--|--|---|---------------|

APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

HELENA NATIONAL FOREST

| Emphasis | Project | Cost | Years | Priority Level * |
|------------------------|---|---------------|-----------|------------------|
| Forest-wide | Community Coordination | \$5,000/yr | 1996-2006 | High-1 |
| | L&C Historic Preservation Plan | \$5,000 | 1999 | High-1 |
| | L&C Interpretive Plan | \$5,000 | 1999 | High-1 |
| | Conservation Education Programs | \$10,000/year | 2003-2006 | High-1 |
| | Winter Lecture Series | \$3,000 | 1999 | Med. -2 |
| | Rural Community Assistance Programs | \$50,000 | 1999-2003 | High- 2 |
| Blackfoot River Valley | Lewis and Clark on the Helena/ Brochure | \$2,000 | 2000 | High -1 |
| | Lewis and Clark Pass- Trail Signing | \$10,000 | 2000 | High -1 |
| | Lewis and Clark/Highway Route Signing | \$2,000 | 2000 | High -2 |
| | Lincoln RD signing and P Pine interp. sign | \$10,000 | 2002 | High -3 |
| | Interagency Interp/Blackfoot Corridor | \$20,000 | 2002 | Med. -2 |
| | Cummings Cabin and Aspen Camp-ground Facility Enhancement/Interp. | \$25,000 | 2000 | High -1 |
| | Trailhead Improvement/L&C Pass | \$10,000 | 2002 | High -1 |
| | Alice Creek-L&C Pass/Wayside Exhibit | \$6,000 | 2002 | High -1 |
| | Lewis & Clark Pass Trail Reconstruction | \$10,000 | 2003 | High -1 |
| | On Site Hosts | \$10,000 | 2005-2006 | High -1 |
| | Alice Creek Road Maintenance | \$5,000 | 2005-2006 | High -1 |
| | Trail Maintenance | \$10,000 | 2005-2006 | High -1 |
| | Cleanup/Restoration | \$5,000 | 2007 | High -1 |
| Gates of the Mtns. | Roger's Pass Interpretation and trail-head signing | | 2001 | High-1 |
| | Holter Lake Recreation Area/Interp. Brochure | \$3,000 | 1998 | High-2 |
| | Gates of the Mtn. Boat Club Pavilion/Wayside Exhibit | \$20,000 | 2000 | Med. -2 |

HELENA NATIONAL FOREST

HELENA NATIONAL FOREST

Criteria 2: Projects that have a tie into broader inter-agency efforts. These projects lend themselves to partnership opportunities, community outreach and enhance the visitor's overall experience in the area. These projects are located both on and off forest within the general vicinity of the Lewis & Clark Trail.

Criteria 2 projects are considered MEDIUM in priority.

Criteria 3: Projects that are tied to the existing placement of facilities. These are projects that lend themselves to telling the L&C story because a facility already exists, in the general vicinity. These are facilities that will be popular and can anticipate increased use associated with the Bicentennial.

Criteria 3 projects are considered MEDIUM to LOW in priority.

* Most of the projects submitted for the Helena National Forest are high focus areas that are high in value and have a direct relation to the Bicentennial. These projects and improvements have been identified to accommodate and enhance current and a foreseeable increase of uses.

MISSOURI RIVER COUNTRY LEWIS & CLARK COMMITTEE

TO: Sarah Lawlor
MTRI Coordinator

FROM: Missouri River Country
Lewis & Clark Committee

We received your request for information regarding Lewis and Clark interpretive signing in our area. Thank you for this opportunity to participate in the state sign plan.

The Lewis and Clark Interpretive Overlook project at Fort Peck Dam was completed in 1998. This was a cooperative project between Missouri River Country, U.S. Army Corps of Engineers, National Park Service, Montana Dept. of Fish, Wildlife, and Parks, and the Glasgow Chamber of Commerce & Agriculture. Pictures of this project are enclosed. The largest interpretive sign includes a map of Lewis & Clark's journey through Missouri River Country and significant finds in this area. A duplicate of this is also displayed on a kiosk at the Pines Recreation Area on Fort Peck Lake.

Other than the Overlook, which is located on Highway 24 on the west end of Fort Peck Dam, Lewis and Clark interpretive signage is severely lacking in Missouri River Country, which encompasses the 8 northeast counties in Montana. The Lewis and Clark Trail begins in Missouri River Country and travels through 6 counties....yet there is only one interpretive sign along the route.

We believe a prime location for signage would be at the Missouri River Bridge just south of Culbertson. Montana Dept. of Fish, Wildlife, and Parks has plans to put a fishing access site here during the summer of 1999 and through Missouri River Country we have verbal approval to place a L & C Interpretive Sign there. This is the first public access point as you enter Montana from the east. Suggestions of what the signage could include are "first impressions" of what is now Montana as recorded in the journals and other interpretive L & C sites to view in Missouri River Country and the state.

There has been some discussion on our committee about a sign in the parking lot of the Fort Union Historical Site. The parking lot is in Montana although Fort Union is in North Dakota. An effort should be made to determine what L & C signage is in place at Fort Union and whether further interpretation at the Parking Lot is necessary.

Another excellent location for interpretive signage would be Sidney. This could interpret highlights of Clark's return trip along that area of the Yellowstone River. This would be

a likely place for signage for those who would visit Fort Union and then take Hwy 16 through Sidney to travel on I94.

Montana Fish, Wildlife & Parks has recently purchased a fishing access site south of Wolf Point adjacent to where Mt Highway 13 crosses the Missouri River. This would be a very accessible place for Lewis and Clark interpretive signage. It is approximately 50 miles west of the Culbertson Bridge primary site noted above and 50 miles east of the Fort Peck Interpretive Overlook.

Hell Creek State Park is near the campsites of May 13th and 14-15th. This is where they had to camp an extra day to dry out the papers that were nearly lost along with medications and navigational tools when the pirogue nearly overturned. This State Park has campsites, picnic areas, boat ramp, and gas and convenience store and would be a great location for interpretive signage. The access road to Hell Creek has been recently upgraded which should increase visitation to this state park, which is the only one in Missouri River Country. Also, enclosed is a letter from the Garfield County Chamber of Commerce and Agriculture, which expresses an interest in cooperating on a sign at the outskirts of Jordan on Hwy 200.

Other public access sites that are along the trail and on the CMR would include Bone Trail, Fourchette Trail, Devils Creek, and Crooked Creek. These areas may be more remote but would certainly lend themselves well to signage. The recent improvements to the access road into Crooked Creek and the facilities there will increase visitation and is the most available access to the lake from larger population centers like Billings and Lewistown.

At the far western end of Missouri River Country is the James Kipp Recreation Area. We believe the BLM has plans for interpretive signage at this site and would certainly support this as needed signage to be included in the state plan.

If you have any questions regarding this, please contact Rene Stoll, Executive Secretary, Missouri River Country 406-653-1319.



APPENDIX III EXISTING INTERPRETIVE PLANNING EFFORTS

CRAZY MOUNTAIN MUSEUM



CRAZY MOUNTAIN MUSEUM

Preserving our pioneer spirit

P.O. Box 83 • Big Timber, MT 59011

May 7, 1999

Montana Historical Society
Attn. Ellen Baumlér
PO Box 201202
Helena MT 59620-1202

Dear Ms. Baumlér:

Last month I had written you a letter about a Lewis and Clark marker in Big Timber. At the time I was unaware of the exact location of this marker, but have since discovered it is in the city park at the end of McLeod Street in Big Timber. It was moved from its original location to the park some years ago.

Sincerely,

Bev Josephson
Curator

April 10, 1999

Montana Historical Society
Attn. Ellen Baumlér
PO Box 201202
Helena, MT 59620-1202

Dear Ms. Baumlér:

This is in response to your recent letter requesting information on Lewis and Clark markers. I am enclosing copies of newspaper clippings and photos from the archives of the Crazy Mountain Museum in Big Timber.

I am aware of the area where this marker must be (if it still exists), "near the Boulder River Bridge on old Highway 10 on the east side of Big Timber." However, I do not know if the current bridge is the same bridge as in 1946 or if the current highway is the same as old Highway 10. The Timberline Sawmill is currently on the west side of the Boulder River near the bridge, and Margaret Huffman of 4915 SW 38th Pl, Portland, OR, 97221, (winter) and Box 1217, Big Timber, (summer), owns the property on the east side of the river near the current bridge.

I have been in Big Timber since 1964 and have not heard anything about the marker other than the enclosed information. I also drive across the bridge frequently and have never noticed a turn-out for viewing the marker.

Sincerely,

Bev Josephson
Curator
CRAZY MOUNTAIN MUSEUM
BOX 83
BIG TIMBER MT 59011

APPENDIX III

EXISTING INTERPRETIVE PLANNING EFFORTS

GREATER YELLOWSTONE

Part 1

FROM: Ebaumler / Internet
DDT1=RFC-822; DDV1=Ebaumler@state.mt.us;

TO: Daniel Mattson / r6pnw, colville

Part 2

ARPA MESSAGE HEADER

Part 3

Hi Daniel -

I received a letter from a guy at West Yellowstone in response to our query re: the inventory.

He makes several good suggestions about places where some interpretation is needed:

2 of the 3 rivers that form the headwaters of the Missouri originate in Yellowstone Park. Altho L&C never really visited the Greater Yellowstone area, they had a profound influence indicated by place names in the area and they were instrumental in opening the area to trapping which led to western migration. etc.

On US191, 6 miles north of W. Yellowstone, where the hiway crosses the Madison River is an ideal place for interpretation. Also US191 approx. 26 miles north of W. Yellowstone at Fawn Pass trailhead in Yellowstone Park (just north of the Park, if necessary), near the headwaters of the Gallatin River. Both areas have turn off appropriate for signage. The writer urges that we convince Park officials to provide some interpretation within the Park. There seems to be no interpretation mentioning the naming of these rivers by L&C. The writer feels that this is a serious oversight in L & C Interpretation. I agree.

The writer goes on to say that Park tourists are an ideal captive audience for L&C interpretation, and provide us with an essential opportunity to educate the public re: L&C and their far-reaching influence.

I will give you a copy of the letter when we meet on the 1st, but I thought perhaps you could use a synopsis.

Looking forward to seeing you in Helena!

Ellen

ALONG ROUTE 327

Lawlor, Sarah

From: FOUS_Superintendent@nps.gov
Dt: Tuesday, February 09, 1999 8:22 AM
.: SLawlor@state.mt.us; kprill@mt.blm.gov
Cc: Randy_Kane@nps.gov; THRO_Superintendent@nps.gov
Subject: Lewis and Clark Signs

Sarah,

I received your message concerning signs from Tony Schetzle at Grant Kohrs Ranch. I am at Fort Union Trading Post National Historic Site, on the Missouri River at the Montana and North Dakota border.

While this is the location that Lewis and Clark entered Montana, there are no interpretive signs, beyond the one in our parking lot. Montana DOT and Roosevelt County are going to rebuild Secondary Route #327 this summer, which runs from Fort Union to Bainville MT. Now seems like a very opportune time to develop interpretive signs along this route. The Missouri River is very close to the river in places along the road and it is a scenic drive. The BLM has also expressed interest in designating this route as Scenic Byway and might participate in sign development.

Ultimately we would like to see this road paved.

There might be some locations of interest, along the Yellowstone River in this area also.

We would be very interested in helping to design and place signs in the eastern most part of the state.

Andy Banta
Superintendent